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CITY OF ISSAQUAH DEVELOPMENT SERVICES DEPARTMENT URBAN VILLAGE DEVELOPMENT COMMISSION

STAFF REPORT

March 23, 2018

File No.: SDP17-00002
Project: Issaquah Highlands

Westridge Townhomes - North - Site Development Permit

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STAFF REPORT

I. Application Information

File No.: Site Development Permit: SDP17-00002

Project: Westridge Townhomes - North

Property Owner: Issaquah Highlands Investment, LLC

C/O Polygon Northwest Company 11624 SE 5th Street, Suite 200

Bellevue, WA 98005

Contact: Richard Rawlings

Engineer: Core Design

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Contact: Gary Sharnbroich, PE

Staff Contacts: Valerie Porter, DSD Associate Planner

Development Services Department, 425-837-3094

Doug Schlepp, Engineering Consultant (contact via Valerie Porter)

Request: Application for approval of a Site Development Permit of Block 2 of the

area known as Westridge North, for a residential development consisting of 112 units of three and four-level condominiums and recreational uses. Ten of the 112 units will be designated as affordable housing. The project encompasses 7.26 acres and the development will be comprised of 21 buildings with associated garage parking, on-street parking, trails, and

open spaces.

Location: The site is located north of NE Ellis Drive and south of NE Federal Drive.

NE High Street is located to the west and 8th Avenue NE to the east. A full

legal description is provided with the application.

Existing Land Use: The subject site is currently vacant, although it has been cleared and

preliminarily graded. The surrounding land uses are:

- North: NE Federal Drive and undeveloped property (Proposed: Westridge North – Single Family Homes)
- East: 8th Avenue NE and Shelter Holdings property (Proposed: retail)
- South: NE Ellis Drive and Westridge Townhomes-South (currently under construction)
- West: NE High Street, vacant land, and undeveloped property (Proposed: Westridge North – Single Family Preliminary Plat – currently under review)

Zoning: Urban Village

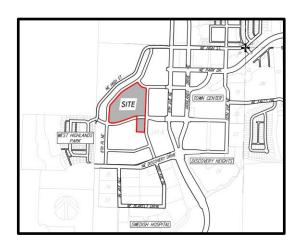
Comprehensive Plan: Sub-area: Issaquah Highlands

Land use: Urban Village

For Comprehensive Plan Policies etc... see Section III (Development Standards and Regulations) below as well as **Attachment D** for more

information.

Vicinity Map:



II. Background

Definitions

These definitions are provided to clarify this Staff Report. They are used as described below.

ADA: Americans with Disabilities Act; federal law regulating both hiring and design to ensure accessibility.

AMM: Administrative Minor Modification, i.e. a modification to an Issaquah Highlands' adopted standard, as permitted by the Development Agreement.

Appendix: In this Staff Report any reference to an appendix refers to the Issaquah Highlands Annexation and Development Agreement unless indicated otherwise.

ARC: Port Blakely Communities' Architectural Review Committee

Determination of Non-Significance: The lead agency (City of Issaquah) has determined that the proposed project does not have a probable significant adverse impact on the environment.

Development Agreement or DA: Issaquah Highlands Annexation and Development Agreement between the City and Port Blakely Communities; also called the Two-party Agreement.

DSD: Development Services Department which includes the Major Development Review Team (MDRT)

EF&R: Eastside Fire and Rescue

SDP: Site Development Permit, i.e. a permit that provides conceptual review and approval for a use, such as Westridge Townhomes I.

TDR: Transferred Development Rights (TDRs) is a program that allows density from eligible sending sites to eligible receiving sites through a voluntary process.

UVDC: City of Issaquah's Urban Village Development Commission

Summary of Proposed Action

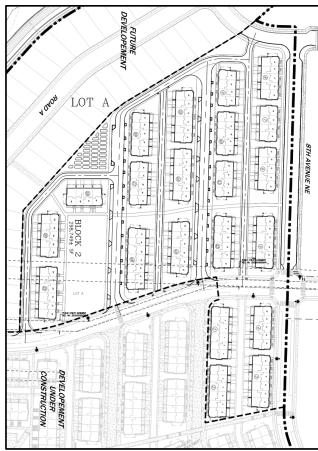
The applicant is seeking a Site Development Permit (SDP) for the construction of 112 dwelling units. Of the 112 units, 10 units will be designated as affordable housing. The Westridge Townhomes-North proposal is located in Development Area 4 of Issaquah Highlands on approximately 7.26 acres. The proposal consists of 21 residential buildings comprised of four, five, six, and seven unit buildings. Buildings will either be three-stories high or four-stories high, which includes a habitable attic and possibly a rooftop deck. The applicant is required to design to the Traditional Townscape Neighborhood Type.

Pedestrian circulation through the property is provided through a network of internal trails and sidewalks. East/west routes are created by the Feature Pedestrian Way trail and sidewalks alongside perimeter streets (Ellis Drive and Federal Drive). North/south pedestrian access is established via the Character Streets, 8th Avenue, and the Neighborhood Trail that serves as an entryway into Buildings 20-21. As all of the trails and alleys within the project are private, easements to the City shall be granted for streets and sidewalks to allow the public to use them.

[Condition 1]

Primary vehicular access into the site is provided by Character Streets and alleys. These thoroughfares have multiple points of connection with the perimeter streets (Ellis Drive and 8th Avenue), which are located to the south and east of the project site.

The subject site connects to 9th Avenue (via Ellis Drive and Federal Drive), which crosses over property owned by Shelter Holdings. The applicant has an easement allowing this crossing. The property is relatively flat from north to south and but drops about 20-25-feet from east/west.



Overall Site Plan

Site Plan

Currently, the applicant does not plan to develop the project in phases; however, it is possible that the site could be completed in phases. (It should be noted that by "phases" Staff means there is a stop in construction work of work permitted under this SDP and subsequent construction permits.) If portions of the site are developed in phases, it is necessary to ensure that sufficient services and facilities are provided on each property or for each phase for the site and area to be functional and safe. These might include parking, utilities, access for pedestrians and vehicles, landscape. [Condition 2] Please see site plan to the left.

To construct the project as proposed, Building, Site Work, Landscape, and Sign Permits will be required subsequent to the approval of the SDP application.

Permit History

- This parcel was included as part of the original land identified for the Grand Ridge/Issaquah Highlands Development in 1996.
- In January 2002, a Site Development Permit for Microsoft's Issaquah Highlands' campus was approved (SDP01-001IH). The campus encompassed 150 acres including the land in this permit.
- In 2004, Microsoft chose not to exercise its option on all 150 acres of property, however, this
 was part of the 63 acres of property they purchased.
- Previously owned by Microsoft, the applicant acquired the property and processed a Lot Line Adjustment (LLA02-001IH).
- In 2014, the entire development underwent a Lot Line Adjustment (LLA14-00002) and Right-of-Way dedication (Recording No. 20140728000736) resulting in the dedication of NE Discovery Drive and dividing the large property into three smaller parcels north and south of NE Discovery Dr. The subject site is one of the smaller parcels within the overall development.
- A SEPA Determination of Non-Significance (SEP17-00001) was issued for the TDRs.

On January 6 2017, a Short Plat – SP16-00001 was approved allowing Lot A to be subdivided into four separate parcels, ("Block 1", "Block 2", "Block 3", and "Block 4") and three tracts. As a result, the subject property became "Block 2".

This proposal has been reviewed for compliance with applicable and relevant conditions and information from these previous permits.

Approval Criteria

The purpose of the SDP is to obtain planning level approval from the UVDC with the confidence that the project meets the standards and guidelines contained in the Development Agreement and where appropriate, the City Code, prior to the preparation of detailed infrastructure, building, engineering and/or architectural drawings. The Development Agreement contains a variety of development goals and standards that are organized into individual appendices. Each appendix provides direction to the applicant generally in the form of guidelines and/or development standards for a particular aspect of the project. Together, the development standards contained in the Development agreement are intended to implement the Urban Village concept for Issaquah Highlands, as envisioned in the Comprehensive Plan, while accommodating and integrating development with the site's unique environmental features and development opportunities.

This review process is intended to ensure that proposed projects are:

- 1. consistent with City policies and regulations;
- 2. compatible with nearby existing and future uses;
- 3. designed in a manner which incorporates the project site's features and attributes (e.g. topography, wetlands, waterways, vegetation, views);
- 4. designed for the efficient and effective layout of the infrastructure; and,
- 5. designed to protect and enhance the aesthetic values and character of Issaquah Highlands and the City of Issaquah.

Not all of the appendices or standards contained in the Development Agreement are directly applicable to the SDP, since the permit deals only with a planning level review of building footprint layouts, plazas, easements, landscape, streets, paths or trails, etc. Only those goals and standards that apply to the SDP application are discussed in this report.

The analysis of the proposal contained in this staff report is intended to serve as the basis for determining whether the above criteria are met.

Due to the general level of information provided with the SDP application materials, clarification of expectations is necessary. With this SDP application, any elements of the plan that conflicts with City or Development Agreement Standards are not approved unless explicitly approved by the Notice of Decision for this application or by a separate Administrative Minor Modification.

[Condition 3]

As with any application, especially one of this size and complexity, there are some inconsistencies, conflicts, and incomplete information. Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this permit's Notice of Decision shall be resolved by the Responsible Official, utilizing the staff report and in consultation with the applicant, at the time of the future application. [Condition 4]

Public Notice

As part of the public hearing process, public notice must be provided to all property owners within 300 feet of the exterior boundaries of the site at least 10 days prior to the hearing. Additionally, a notification of the land use action is to be placed at the project site at least 14 days prior to the hearing. Finally, a notice must be placed in the local newspaper at least ten (10) days before the hearing. Parties of record are to be notified in writing at least ten (10) days before the public hearing.

A Notice of Application was distributed on December 27, 2017 and public hearings are planned for April 3, 2018 and May 1, 2018. Public notice of the UVDC workshop and the Public Hearing was provided in the Issaquah Press on March 16, 2018. Notice of the UVDC public hearing has occurred in accordance with the requirements of *Appendix L: Processing* and the City of Issaquah's Land Use Code, 18.04.180 (Public Notice).

One comment was provided. Please see Section IV: Department/Other Review Comments.

Proposal Modification

Approval of a SDP gives conceptual or planning level approval for the project proposed to the UVDC. Changes to the elements and/or information contained in the SDP must be approved by the Responsible Official. Changes may be categorized as either minor or major. Minor changes which maintain the vision, character, and intent approved by the UVDC, as discussed in the meeting or their deliberations, and documented in the Staff Report (or if not addressed in the Staff Report, as shown or described in the application), will be processed administratively. Major changes which alter the vision, character, and intent will be processed through the UVDC. The Responsible Official shall determine what constitutes a major or minor modification to this application.

It is assumed that all wet and dry utility vaults, meters, equipment, and appurtenances are shown on the drawings; i.e. not just their placements, but their relative heights or presence. Identifying these elements during SDP review is just as critical as identifying buildings, landscape, pedestrian facilities, roads, and other elements as last minute additions or modifications can have significant site-wide implications. Changes to buildings, landscape, pedestrian facilities, and roads likewise require permit modification. [Condition 5]

III. Development Standards and Regulations

Main Body of the Development Agreement

The Main Body of the Development Agreement establishes the framework for all Issaquah Highlands requirements, as established by Section 18.06.120B of the Issaquah Municipal Code. Therefore, it contains the base information for the Issaquah Highlands development: land allocation, number of residential units, amount of retail and commercial square footage, required mitigation, and other standards.

In Section 3.2 of the Development Agreement, Allowable Development for Issaquah Highlands is established, but for this specific project the Issaquah Highlands Development Agreement was amended. In July 2016, the applicant requested an amendment to the Issaquah Highlands Development Agreement to transfer 100 TDRs to the Westridge Development, which is property the applicant owns in the Issaquah Highlands. This request, which was approved, raised the total number of residential units within the Westridge Development from 265 to 365.

The resolution, approving the amendment, requires the applicant to construct up to 11 market rate, single-family homes on Parcel D in exchange for the affordable housing units. The applicant is obligated to construct 48 affordable homes and one group home consisting of four or five beds. Out of the 48 required units, 10 will be constructed as part of this project.

Appendix A: Goals and Commitments

Appendix A provides guiding principles and establishes community expectations for the Issaquah Highlands. In general the application meets the nine project principles in Appendix A: Goals and Commitments. The following are the nine Principles of the Issaquah Highlands project with selected text (shown in italics) provided as the basis for conditions or to indicate compliance, followed by discussion.

- 1. <u>Sustainability and Stewardship</u>: build a sustainable and sustaining community; resource-efficient buildings; encourage restoration, conservation, reduction, reuse, and recycling of site and landscape materials throughout the construction and operation of the project; develop mixed-used, pedestrian oriented communities
 - Green building concepts shall be encouraged per this principle; however, the 4th Amendment to the Development Agreement committed Port Blakely Communities to require developers to construct to Built Green 4 Star/Energy Star standards in place at the time of the Amendment. [Condition 6]
- 2. <u>Pedestrian Friendly Design</u>: to establish through land use proximities and circulation infrastructure a community that encourages walking, bicycling, and transit use; conceptually clear, user friendly transportation system; functional and safe walkways and bike paths; access to retail, grocery, public facilities, and offices; give circulation priority to pedestrian scale proximities, activities, and orientation

A pedestrian friendly community provides pedestrian connections where people will want to go. The current proposal achieves this by providing pedestrian connectivity via trails and sidewalks through and around the project site. The project is centrally located, nearby the Grand Ridge Plaza retail center and within close proximity to the Issaquah Highlands Park and Ride and Swedish Hospital.

Included in the network is an east/west Feature Pedestrian Way, which bisects the site and provides protected pedestrian access through the development. In addition, each residential unit will be served either from a public sidewalk for units fronting onto streets or from walks that are internal to the site. The application shows no residences will front onto, or have their primary pedestrian entrances served from an alley, which is appropriate since there are no pedestrian components to alleys. [Condition 7]

Significant Pedestrian Crossings

To improve the pedestrian orientation, where pedestrian ways intersect with vehicular routes, including streets and alleys, treatments shall be used at the locations identified below, which clearly delineate the pedestrian priority and enhance pedestrian safety. This will provide a better user experience for the pedestrian. Crossing locations will be evaluated



with construction permits to ensure that all significant pedestrian crossings are constructed with the desired treatments. [Condition 8]

3. <u>Integrated Diversity</u>: diversity of incomes, public and private spaces that enhances the richness of people's lives; variety of housing; variety of neighborhood character.

The proposed multi-family condominium units will add diversity to the Development Area 4 mix of housing types. The area currently includes rental and ownership as well as a variety of projects including the YWCA Family Village affordable housing, zHome, the Brownstones, Discovery Heights and Discovery West rental projects, and the West Highlands Park single-family home project. A series of public and quasi-public spaces is integrated into the design of the project where people can meet and gather, such as the Feature Pedestrian Way and open space area. Also, the pedestrian routes will tie various parts of the overall Westridge Development together allowing people to mix, cross paths, and easily get to shared facilities.

Build elevations were not provided with the submittal package as a design has not been fully developed. The proposed project is expected to design structures that create an identifiable neighborhood character. In an effort to create diversity, the Development Agreement encourages "a wide variety of individual buildings and creative expression" that creates an identifiable character. This can be accomplished through variety in form, mass, and fenestration.

4. Community Values: while respecting individual privacy, create a very sociable public realm that enhances the community life of children, adults and seniors and promotes common values and shared responsibilities; provide children-sensitive design to meet current increased demographics; provide a visual language which clearly defines the boundaries of the different sections of the community; integrate a variety of safe places for children's play and exploration, including parks, community gardens, natural play spaces, and safe streets; provide safe and functional pedestrian and bicycling linkage to parks, schools, natural spaces, and community landmarks; provide land for community centers.

The project proposes to create a "sociable public realm" through the use of trails and sidewalks that create an attractive, safe, inviting, and pedestrian friendly environment. The boundaries of the site are clearly delineated through building proximities that are generally close to the street. The perimeter buildings create a strong street presence while the internal buildings are configured to frame adjacent streets and the primary open space while still preserving privacy for those units.

5. <u>Civic Celebration and Community Amenities</u>: give special prominence, maximum public exposure, and extraordinary architectural quality to common community spaces; provide an overall urban design in which people can orient themselves; provide covered and open parks for games and sports; create design features to mitigate for the rainy season, extending pedestrian functioning beyond the sunny days.

The project contains a variety of spaces for social interaction, including the prominent Feature Pedestrian Way, primary open space, P-Patch, and informal nodes near the termini of some of the sidewalks of the Character Streets. The primary open space is surrounded by homes and located off Ellis Drive. This location is easily accessible for residents and can be seen from the street, which allows for maximum visibility. [Note: a joint ARC/City review of recreation and open space areas will occur with construction permits. If the IHCA maintains the space, they will have a say in what activities they will be accepted.]

6. <u>Identity within location Context</u>: give Issaquah Highlands a unique and memorable identity as a neighborhood district of the City of Issaquah.

Many of the design elements, such as architecture and landscaping, will be designed to meet the Traditional Townscape neighborhood, which creates a neighborhood identity and memorable core to the project.

7. <u>Self-sufficiency and Regional Contribution</u>: create a complete community that accommodates living, working, learning, playing and nurturing while contributing to the richness, opportunity, and quality of life of the region.

The proposed townhomes offer a balance to the detached single-family houses built elsewhere in Issaquah Highlands. This project will not only provide living spaces, but areas for children to play and people of all ages to interact. The addition and proximity of these residential units will support the continued economic growth of Issaquah Highlands and the City and region as a whole.

8. <u>Vitality, Flexibility, and Collaboration</u>: grow a vital and economically viable community where private business, government, citizens, and Issaquah Highlands community members themselves collaborate to respond to the issues and needs of a changing future; exploit strategic I-90 location; ongoing collaboration between private, public agency, residents, and citizens at large; flexibility to respond to a changing future.

The vision of Issaquah Highlands is one where a collaborative, flexible, and anticipatory planning process occurs. Because most of the surrounding blocks have, or are currently being developed, it is important to ensure that the functionality and design of the project is compatible with its surrounding uses. This means that through this permit review process, projects are reviewed not simply as independent entities, rather they are reviewed within a larger context that takes existing and future land uses into account; e.g. providing a pedestrian connection to Grand Ridge Plaza and providing residences with a strong street or open space presence.

9. <u>Economy and Serviceability</u>: adequate, safe, and reasonable circulation infrastructure to accommodate anticipated use with a minimum of paving.

The proposed project is designed as an urban development, connecting to a grid street pattern to maximize connectivity. Due to the tight building clustering and the internal vehicular circulation that will be served by public roads and Character Streets, circulation (vehicular and pedestrian) will be provided throughout the entire site. The amount of paving proposed meets the expectation of this principle.

The proposal is consistent with the *Appendix A: Goals and Commitments, Principles* provided the recommended conditions are met. **Attachment B** contains *Appendix A: Goals and Objectives* relevant to this proposal.

Appendix B: Land Use Development Standards

Land use standards are located in Appendix B: Land Use Development Standards. The Property is located in Development Area 4. Development Area 4's sub-areas have been modified by AM01-008IH to consolidate them into a single development sub-area.

Item	Development Area 4 Allowed	Proposed
Permitted Land Uses	Residential, Retail, Recreational, Commercial (subject to limitations to protected groundwater)	Residential
Permitted Residential Density	5-80 du/ac	15.42 du/ac

As proposed, the project is consistent with the provisions of Appendix B: Land Use Development Standards.

Appendix C: Quarry Area Development Standards

Quarry operations no longer occur within Development Area 4. The requirements of this Appendix are not applicable.

Appendix D: Stormwater Management and Ground Water Protection

Appendix D: Stormwater Management and Ground Water Protection establishes standards for surface water management. A new stormwater vault will be installed within the project site, which is where stormwater from the project area will be directed to. The proposed vault is in compliance with the King County 2009 Drainage Manual and the City of Issaquah 2011 Stormwater Addendum.

Additionally, this area benefited from stormwater entitlements that have been allotted to this site on a pro-rata basis within the overall Westridge and Shelter Holdings properties, representing its fair share of allowable discharge. Peak stormwater flows may be mitigated by purchasing additional capacity. The entitlement and additional capacity purchased through the Westridge Townhomes-South Site Work Permit (SW16-00029) for this project will likely need to further supplemented.

Capacity in excess of the entitlement and that purchased must be purchased in accordance with the September 29, 2016, Westridge Storm Flows memo by Core Design, at a rate of \$0.628 per impervious square foot. [Condition 9]

One significant feature of the entitlement is the ability to discharge stormwater at a constant rate regardless of storm size. This results in a flow-control facility that does not rely on passive stormwater control devices, but rather adjusts flows automatically and independently from the detention vault stormwater level. [Condition 10]

Conveyance system, storage and treatment analysis, and design are deferred to the Site Work Permit review. A draft storm water Technical Information Report (TIR) was submitted with this application and has been reviewed to determine the feasibility of proposed storm water management, it will be reviewed in full with the Site Work Permit. This is usual and customary and will be approved and implemented during Site Work permitting as long as all extensions to the stormwater system, including the on-site collection system, will be constructed in accordance with the Development Agreement and City standards. This may include the need to increase the size of the detention and treatment facilities and if that becomes necessary, the detention and treatment facility must be expanded vertically (deeper) in order to maintain the footprint shown in the SDP and not affect adjacent parcels and improvements. [Condition 11]

In January 2017, the subject site, which was part of a larger parcel, underwent a Short Plat (SP16-00001) that subdivided the property into four smaller parcels and three tracts. The proposed park is located partially on Tract B, which was designated as a recreational tract. The applicant is proposing to construct the stormwater detention vault under the large open space. Please see image to the right showing the proposed detention vault. Prior to the permit for the installation of the vault, the site must undergo a Lot Line Adjustment to modify Tract B to show the correct boundaries. The use of the tract must also be revised to a stormwater tract with a recreational easement prior to Building Permit issuance. [Condition 12]



The soil underlying this area is known to have low permeability and represents a significant barrier to infiltration. Thus, it is unlikely that

any conventional Low Impact Development (LID) techniques (especially as they might be used in conjunction with landscaping, such as rain gardens) will be successful. In addition, the attempt to infiltrate stormwater might create a nuisance on adjacent properties as infiltrated stormwater seeks natural subterranean channels and exits at exposed gravel layers. Therefore, all landscaping areas and any LID facilities must have backup overflow connections to the stormwater system to prevent soil saturation and any adverse impacts. [Condition 13]

Appendix E: Critical Areas Development Standards

There are no Critical Areas on the site.

Appendix F: Water Service

Water service is available via connections to existing water mains in the adjacent rights of way. All existing water mains must remain in-service during construction. The Property in this application is within the 742-pressure zone. Pressures at the water meters will range from 100 to 130 psi, which will require pressure-reducing devices on all building services and public water meters. Where feasible, locate the Reduced Pressure Zone Valve Assembly inside the building. [Condition 14]

The existing water mains are supplied by the existing Holly Street Pump Station No. 1 and the Holly Street Pump Station No. 2. Equalizing, fire flow, and standby storage are provided by the dual-bay 742 Zone Reservoir. There is sufficient capacity in the 742 Zone Reservoir and in the city-wide supply system to support the buildings shown in this application.

The on-site water distribution system for commercial fire flow requires 12-inch diameter looped mains, 8-inch mains are not sufficient to meet the maximum velocity standards and 12-inch mains must be used. [Condition 15] The water conveyance system is consistent with City standards and requirements. All elevations within the project can be served, including the highest finished floor elevations within the proposed structures, without booster pump stations. Water mains are sized to provide the required flow rates during maximum fire flow conditions, while meeting the minimum pressure criteria.

Fire flows are estimated to range from 3,500 gpm to 5,000 gpm. The 742 Zone Reservoir was designed to provide 3,500 gpm, flows in excess of this must be mitigated by the installation of approved fire suppression systems. The Fire Marshall will establish actual requirements during Building Permit review. Sprinklers will be provided in all buildings according to the requirements of the Uniform Fire Code and any additional measures required by EF&R during Building Permit review.

Fire hydrants on the roadway network are shown on Sheet P6.0; however, additional hydrants may be required around the buildings in accordance with EF&R review and approval of Building Permits. Hydrants shall be located to minimize impacts to on-street parking. Also, curb bulbs or similar devices that prevent drivers from parking in front of hydrants shall be employed and will be reviewed with utility permits. [Condition 16]

All water meters will be located within the rights-of-way or in public utility easements. The meter locations must be compatible with the urban design and landscape design requirements. All water meters must be located such that they can be accessed with the City's drive-by meter reading system. [Condition 17]

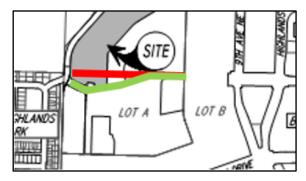
Appendix G: Sewer Service

Sewer service is available within the extension of the Ellis Drive extension. The applicant must include details about the sewage system capacity impacts with each Building Permit and Site Work Permit. All public sewer mains (i.e. all mains serving property owned by more than one owner) must be located in public rights of way or within utility easements that provide a minimum of 15-feet of unobstructed space for access and maintenance. All public sewer mains must include all-weather access for the City's Vactor Truck.

All existing off-site sewer pipes must remain in-service during construction.

Utility Easement

Existing easement 20020516000844 is an old easement for utilities established when it was assumed that Ellis Drive would have a direct east/west alignment (shown in red), rather than the slightly curving alignment (shown in green). Because the existing easement would be located under townhomes and utility mains, which is not acceptable since easements are not allowed under such structures, the easement



must be terminated or relocated prior to issuance of Building Permits. Staff believes this existing easement is no longer needed and should be terminated in favor of the utilities that will be located in future rights-of-way. Since the UVDC will be the decision-maker on this plat, Staff propose to have UVDC authorize this termination as part of this permit approval. In addition, if the utilities are abandoned in-place, the applicant, successors, and assigns, shall indemnify the City against any and all future claims. **[Condition 18]**

Appendix H: Urban Road Design Standards



Street Plan

Appendix H: Urban Road Design Standards establishes guidelines for all streets within Issaquah Highlands, regardless if public or private. Although sidewalk are key to road design and pedestrian circulation, these topics are not mentioned in this section, but in other appendices.

Permanent access to the site is available from the north (Federal Drive), east (8th Avenue), and south (Ellis Drive) using new public roads under the Sub-collector 1 standard as approved by the AMM File No AMM16-00002. The internal roads will meet the Character Street standard as approved by the AMM File No AM16-00001.

Both administrative modifications, were initially requested, approved, and applied to Westridge Townhomes – South. The applicant is requesting to extend the

approved design standards in the AMM File No AMM16-00001 and AMM 16-00002 to the 8th Avenue and two Character Streets. Approval of this project permits the applicant to apply the previously approved road design standards to 8th Avenue and the Character Streets.

A pedestrian walkway (Feature Pedestrian Way) bisects the development east/west and will form a significant organizing element and provides alternatives to mobility; exclusive of autos.

Proposed Street Plan

Emergency Access to each block is provided by either the existing or proposed public/private roadways. While not intended to provide primary emergency access, the alleys will be designed using the "Fire Service Alley" standard, which allows full access by emergency vehicles.

Traffic

As part of the February 3, 2017 SEPA determination (SEP17-00001), which reviewed the Polygon Westridge Residential Traffic Operations Analysis dated December 29th, 2016, the following conditions were required. The status of each condition is noted:

- 1. The model run shall be based on the traffic model from the approved Traffic Operations Analysis Report for Issaquah Highlands
 - <u>Status</u>: An updated TDR Analysis report dated February 27th, 2018 prepared by the Transpogroup was received providing a traffic model run update using the model from the approved Traffic Operations Analysis Report.
- The "background" trips in the current model shall be superseded with "actual" trips based on AM and PM traffic counts conduct within the last 6 months of the date of the model run and use existing land uses and currently planned lands uses within Issaquah Highlands.
 - <u>Status</u>: Traffic counts were collected in 2016 and again in January of 2018, pipeline projects reflect existing and planned uses. While no existing land use permit exists for a possible elementary school south of NE Discovery Drive, a sensitivity analysis was conducted.
- 3. The transportation system shall be defined as "acceptable" if it meets all of the following criteria:
 - a. Complies with the travel-time requirement in the Microsoft Traffic covenant;
 Status: The travel time covenant has been released Rec #20131018000935 and is no longer applicable,
 - Complies with LOS D at each intersection movement with or without modifications.
 Status: The intersections within the project are not signalized and have not been modeled for LOS,
 - c. Complies with LOS D at each intersection movement within the Couplet with roadway modifications as long as those modifications are unambiguously described in the traffic analysis.
 - <u>Status</u>: The intersections within the couplet from SE Black Nugget Road to NE Discovery Drive would have LOS D or better with signal timing optimization typical and anticipated for the buildout of this project.

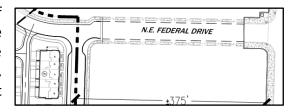
NE Ellis Drive

Ellis Drive is located south of the subject site and will extend to the east/west. The majority of Ellis Drive is outside of the project boundaries, but the applicant is proposing parallel parking along the north side of the road. This permit will only address parking and curb design locations along Ellis Drive, and not the design of the road.

On-street parking is supported by the vision, goals, and guidelines for Issaquah Highlands as well as the street standard, and so it is supported in this location. Curb blubs will be in locations that improve pedestrian safety, calm traffic, and prevent parking in front of hydrants and near intersections. Parking and the curb design will be reviewed at the time of Site Work Permit to ensure that it is compatible with the final intersection configurations and road grades. [Condition 19]

NE Federal Drive

North of the proposed project is a small segment of Federal Drive, which will be an extension of the existing public road. Like Ellis Drive, Federal Drive will be constructed as a Sub-Collector 1 street, consisting of a 10-foot wide traveling lane, 7-foot wide parking stall, a 4-foot wide landscaping strip,



and a 5-foot wide sidewalk on each side of the street. Federal Drive is located between the subject property and future development to the north. The applicant will be responsible for installing a two-lane and will need have an agreement with the property owners north of the project site regarding land and construction.

Federal Drive is essential to complete the project. Additional coordination must be made with the property owner to the east to construct the section of Federal Drive off 9th Avenue that will eventually connect the project site. Approval of the SDP will be treated as approval of the Administrative Minor Modification to allow the road extension to be constructed as a previously approved (AMM16-00002). The road design of Federal Drive, north of the subject site, will be reviewed as part of the Site Work Permit. [Condition 20]

8th Avenue NE

The project site is located west of 8th Avenue and a future development will be constructed on the west side of 8th Avenue. This road will be designed as a Sub-Collector 1 street. The applicant will be responsible for installing a two-lane road 34-feet wide (10-feet traveling lane with 7-feet parking) that will allow north/south vehicle travel and on-street parking. In addition, a 4-foot wide landscaping strip and a 5-foot wide sidewalk must be constructed on the west side of 8th Avenue. The extension of 8th Avenue is integral into the development as proposed. The street straddles the property line between the applicant and adjacent property owner. Agent authority will be required to review and permit street improvements on and off-site as part of the Site Work Permit. Eighth Avenue will be extended to the north and intersect with Federal Drive, which runs to the east/west. [Condition 21]

Character Streets

Two privately-owned Character Streets are proposed for the subject project. A Character Street is a special use street, adopted in the Lakeside Development Agreement, and approved for use in Issaquah Highlands. These streets are synergistically designed with the architecture and street wall to form an integrated, intimate space that includes the adjacent buildings, the vehicle driving areas and the pedestrian walking areas.

Character Streets feature a continuous surface throughout the paved portion of the corridor section, thus pedestrians and vehicle zones are defined by vertical elements such as bollards or raised planters and changes in paving materials, color, and/or texture, rather than use of vertical curbs. [Condition 22]

To create the character and convey the pedestrian priority of the space, Character Streets are constructed out of concrete or other non-asphalt paving. The traveling lanes will be 20-feet wide with a 7-feet lane for on-street parking on the west side. The east side of the road will be constructed to have a 5-foot wide planters or other vertical elements along with a 5-foot wide walkway. The west side of the street will provide a 5-wide walkway. A driveway cut must be applied when an alley connects to a Character Street. Where Character Streets intersect with a public road a street cut shall be used. The street design will be evaluated during the Site Work Permit review to determine the appropriate cut was installed. [Condition 23]

The Character Street standard was incorporated into the Development Agreement as an "Election" per Appendix M: Elections and Modifications of the Development Agreement on June 1, 2016. Subsequent to inclusion of the Character Street standard into the Development Agreement, an Administrative Minor Modification (AMM16-00002) was requested and approved to allow for the inclusion of on-street parking as described in the section above. Approval of this permit will allow the Minor Modification to extend to the subject project.

The following pictorial examples demonstrate the intended design characteristics of the Character Streets, though the ARC will also review for these design characteristics:





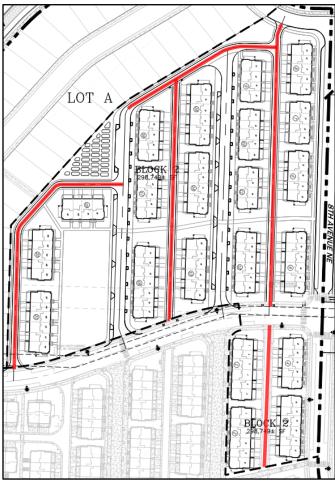




Top Pic(s): Example of Character Streets Bottom Pic(s): Street furnishing examples

Alleys

Permanent access to the site is available from the east, north, and south using public roads. Additional internal vehicular access is served by roads categorized as Fire Service Alley classification. These roads are highlighted in the image below.



Roads designated as fire service alley

Where alleys and driveways intersect with the street, a driveway cut will be utilized. The 18-feet wide Fire Service Alley, which is a configuration commonly used in the Issaquah Highlands, calls for 12-feet wide asphalt travel lane with 3-feet wide concrete strips on either side of the middle asphalt section. This design is required for the all of the alleys within this development because the alleys serve as secondary emergency access. [Condition 24] To ensure emergency access is not impeded, no vehicle parking is allowed in the alleys. [Condition 25]

Where alleys abut the proposed Single-Family North (Block 3) development, a barrier shall be installed to prevent drivers from driving off the alley surface onto the adjacent properties. Sufficient room shall be provided for rear yard fences and a landscape buffer between the barrier and alleys. The selected barrier and design will be reviewed with the Site Work Permit. [Condition 26]

Street Trees

Street tree locations shall be coordinated with the location of driveways, curb cuts, sight distance requirements, fire truck access requirements, underground utilities, lighting, signage, utilities, and other elements without giving preference to the utilities, lighting, etc... over street trees. Street trees are generally spaced 30-feet. on center, when feasible, to maintain a consistent spacing along streets. Street trees installed along Character Streets shall be planted in tree wells that are at least 24 square feet in area (4-feet x 6-feet or 5-feet by 5-feet). [Condition 27]

Root barrier shall be provided whenever trees are planted within 4-feet of publicly owned and maintained paving such as roads, curbs, sidewalks, and other elements that will conflict. **[Condition 28]**

Pedestrian Circulation

The crosswalks shown on the plan are not the finalized locations. Although the road design for Ellis Drive is not part of the project scope of work, the applicant must work with DSD to determinate the best locations for crosswalks. Crosswalk locations will be reviewed with the Site Work Permit.

The pedestrian circulation system is separate from the vehicle circulation facilities for alleys. Please refer to Appendix A: Goals and Commitments, Appendix T: Urban Trail Standards, and Appendix S: Urban Design Guidelines for discussion of this topic.

Appendix I: SEPA Compliance

A specific review and analysis of Issaquah Highlands (formerly known as Grand Ridge) occurred in 1995 with the Grand Ridge Environmental Impact Statement (EIS). When the Issaquah Highlands project was initially reviewed, the original development proposal received a Determination of Significance, and an EIS was prepared for the project (then known as Grand Ridge). A Final EIS was issued September 12, 1995.

On July 2017, the City amended the Issaquah Development Agreement approving the applicant to use 100 TDR from Park Pointe to the Issaquah Highlands Westridge Development, which required an amendment to the Issaquah Development Agreement. The newly acquired TDRs had not been previously reviewed under the Grand Ridge EIS. As a result, a specific review and analysis of the 100 TDRs occurred on February 3, 2017. The project received a Determination of Non-significance. Please see **Attachment H**.

Appendix J: Master Transportation Financing Agreement (MTFA)

Appendix J: MTFA, includes obligations for improvements necessary to buildout the Project. All necessary improvements have been made. The proposed plat is consistent with required transportation improvements and the Development Agreement.

Appendix K: Capital Facilities Plan

This Appendix is included to provide for police, public works, fire and medical and general governmental, and parks and recreation, capital facilities and services for the urban portion of Issaquah Highlands. This application is included within the overall growth anticipated for Issaquah Highlands. The proposed permit is consistent with applicable capital facilities requirements and the Development Agreement.

Appendix L: Processing

Appendix L: Processing establishes the permit procedures for Issaquah Highlands. In addition, it establishes procedures for appeals and public notice and empowers the DSD and UVDC. The processing of this permit is consistent with this Appendix and the Development Agreement.

Appendix M: Elections and Modifications

One Authorized Election and two Administrative Minor Modifications (AMMs) relative to the streets were previously approved, AMM16-00001 and AMM16-00002 respectively. The Authorized Election formally brought the Character Street Standard into the Development Agreement. The Character Street standard was created for use in the Hillside Village Development Agreement and was elected for use in the Issaquah Highlands as allowed under Appendix M: Elections and modifications.

Specifically, the AMMs will modify 8th Avenue and the Character Street road standards and were applied and implemented in the project immediately south. Council approval of this project allows the AMMs to be extended to this project. *See discussion in Appendix H Urban Road Design Standards for additional information.*

Appendix N: Land Use Dimension Standards

Dimensional standards are located in Appendix N: Land Use Dimension Standards of the Development Agreement. The following are the approved development standards for Development Areas 4.

Item	Development Area 4 (allowed)	Development Area 4 (proposed)
Permitted Height	85-feet	Appx. 40-feet (will confirm with building permits)
Minimum Street Setback	0-feet.	5-feet at building front to 18-feet along exterior perimeter (0-feet required as no adjacent single family uses)
Minimum Interior Setback	4-feet if adjacent to SF, 0-feet if adjacent to other uses	No interior setback required (10- feet minimum is provided between buildings to address building code separation)

Appendix O: Parking

Appendix O of the Development Agreement establishes parking quantity and dimensional requirements as well as parking for bicycles and loading. The original Appendix did not apply to Development Area 4. AM01-013IH modified Appendix O: Parking to expand its applicability to include this area.

Appendix O: Parking requires two parking spaces for each residential unit with two or more bedrooms in Issaquah Highlands. As a result, the total minimum amount of required parking spaces for this project is 224 as all units have at least two bedrooms. The amount of parking provided within the garages, driveways and adjacent streets totals 418 spaces (194 more than the required minimum).

	Required Parking Ratio	Number of Units	Required Parking	Provided Parking
Two+ Bedrooms	2 stalls per unit	112	224	418 (see matrix below)

Parking for this project is handled through two approaches. One way is driveway and garage parking on each individual lot and the other is by providing on-street parallel parking. The majority of the parking for this project is provided within garages and driveways of each residence. Each private garage must be sized accordingly to accommodate standards parking stalls, bicycle parking, and all three steams (garbage, recycling, and compost) without any obstructions. [Condition 29] Approximately 46 spaces will be dispersed as parallel parking along the Ellis Drive, 8th Avenue, and Character Streets. No parking credits will be used for this project. Parking for motorcycles, sub-compact, or electric vehicles are not being proposed with this application, but should be considered. [Condition 30] See the chart below for a breakdown of parking by type.

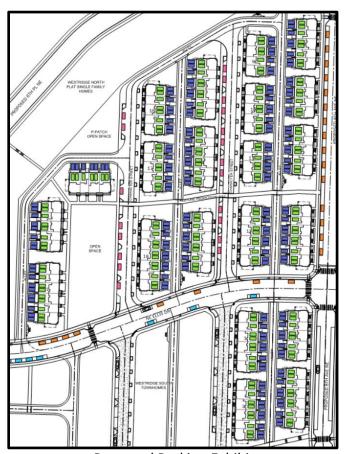
A full breakdown of the applicant's proposed parking is provided below:

Required Parking Space	Total Required Spaces
112 units x 2 stalls per unit	224

On-site Parking Provided	Spaces
Tandem spaces (one space on driveway	76
and one space in garage)	
Two Side by Side stalls in Garage and	296
Driveway	
SUB-TOTAL ON-SITE PARKING	372

Street Parking Provided	Spaces
Character Street Parking	20
Sub-Collector 1 Street Parking	23
SUB-TOTAL ON-STREET PARKING	43

Parking Space Summary	Spaces
Total Parking spaces required	224
Project parking, on-site	372
Project parking, Street	43
Total Parking Spaces Provided	415
Difference (parking above required)	191



Proposed Parking Exhibit

Tandem Parking

There are approximately 38 units within the project that will utilize tandem parking with one parking stall located in the driveway and one within the garage. Due to the width of the driveways and garages, only one car can be accommodated. The driveway for each unit will essentially function as tandem parking spaces allowing a car to be parked in the driveway and another car within the garage.

Tandem parking is allowed for up to 50 percent of the required parking per Section 4.4 of Appendix O: Parking. The proposal is within compliance of this criteria as only 34% of required parking is in a tandem configuration.

Tandem parking space dimensions are regulated per Section 9.2.h of Appendix O: Parking. Per the dimensional requirements, when two tandem spaces are located within a garage, the spaces shall be, at a minimum, equal to the dimensions of two standard

sized parking spaces (9-feet x 37-feet) unless specific criteria are met including; provision of adequate garage space for storage of bicycles, waste containers, and other gear which would normally occupy a garage. This will be verified with the Building Permits.

Dimensional Requirements

Required parking stall dimensions for on-street parallel parking is 7-feet x 20-feet and 9-feet x 18.5-feet for driveway and garage stalls. Generally, the stall dimensions appear to meet the requirements. Per Action Memo No. 07-14-97-01 LCS (Revised), driveways between 8-feet and 18-feet are not intended for parking because vehicles that attempt to park on the driveway will extend into the drive lane of the alley. In addition, the applicant is proposing concrete driveways for the residences. In order to differentiate the driveways from the alley edge, driveways should be designed so that they are visually distinctive from the alley, e.g., exposed aggregate, colored concrete as well as a distinctive score line. [Condition 31]

Barrier-Free Parking

Per Section 1107.7.2 [Multi-story Units] of the International Building Code (IBC); A multistory dwelling or sleeping unit, which is not provided with elevator service is not required to be a Type B unit (minimum level of ADA accessibility). Therefore, ADA compliant stalls are not required for this project. The applicant has not shown any ADA compliant parking stalls with this application; however, ADA stalls may be provided at the applicant's election.

If ADA stalls are provided, the applicant is strongly encouraged to meet with the Building Department to review barrier free parking and routes as ADA compliance is under Building Department purview. [Condition 32]

Bicycle parking

The Issaquah Highlands standards require one bike parking space for each 12 vehicle parking spaces provided. The current proposal will provide 418 parking stalls, which results in 35 required bicycle spaces on-site.

No locations or stall quantities for bicycle parking were identified. It is expected bicycle parking will be provided in each individual garage; however, there should be some public bike parking available at public spaces such as the open space area as shown on Sheet L1.03 of the plan drawings. Bicycle racks must be placed in a manner when they are fully loaded, the bikes are accessible and do not impact surrounding walkways and landscaping. Bicycle parking will be reviewed further with construction permits. [Condition 33]

Loading spaces

Per the AM99-003IH, loading spaces are not required for a multi-family project of this type. Specifically, the AMM states that multi-family projects that function as single family developments are not required to provide loading spaces when there is not a manager's office or clubhouse onsite; and, when all units are served by an individual driveway. The project meets these criteria, and therefore, no loading spaces will be required.

Appendix P: Landscaping Standards

Landscaping standards for Issaquah Highlands are outlined in Appendix P: Landscaping Standards. The design guidelines in this Appendix primarily address landscape buffers between uses and parking lot landscaping. The original Appendix did not apply to Development Area 4. AM01-011IH modified Appendix P: Landscaping Standards to expand its applicability to include Development Area 4. Only the landscape buffers portion of this appendix applies to Westridge Townhomes-North.

Landscape Buffers

Section 7.0 of Appendix P: Landscaping Standards identifies the buffer requirements between uses. Only one section, landscape buffers, applies to this project. This table has been modified by AM01-028IH to incorporate the buffer requirements for Development Area 4.

The project is surrounded by public streets to the east and the south. Future single-family homes are intended to be constructed west of the subject site. As a result, a mandatory 5-foot filtered buffers along the west side of the alley must be installed. A filtered landscape buffer must provide a light vegetation separation and consist of trees, shrubs, and groundcover.

The applicant is showing a 3-foot 6-inch wide perimeter buffer made up of trees and shrubs, which is not compliant with the development agreement. The buffer will need to be increased prior to construction. The landscape design and plant plan will be reviewed in detail with the Landscape Permit. [Condition 34]

Planting details

Section 11.0 of Appendix P: Landscaping Standards identifies landscaping requirements and specifications for landscaping within a project. A landscape palette or tree list was not provided. Plant selection, size, and spacing as well as other elements of Section 11.0 will be reviewed with the Landscape Permit.

Appendix Q: Sign Standards

Appendix Q: Sign Standards governs signs at Issaquah Highlands. Originally this Appendix only applied to Development Areas 1-3, but AM01-012IH applies these standards to Development Area 4.

The applicant has not indicated if they intend to have any signage associated with this project. If signage is proposed in the future, a comprehensive sign package for all exterior signage must be submitted and approved by the DSD. The nature of these signs must be consistent with the Urban Design Guidelines as well as the Sign Code.

Appendix R: Affordable Housing Standards

Appendix R: Affordable Housing Standards of the Development Agreement outlines affordable housing development standards for Issaquah Highlands. In June 2017, the City approved the 9th Major Amendment to the Issaquah Development Agreement approving the applicant to use 100 Transferred Development Rights (TDR) in their Westridge Development, which consist of five separate parcels, one being the subject site. To meet the affordable housing requirement the applicant requested relocating the affordable homes to the Westridge Development. In June 2017, the City also approved the 1st Major Amendment to the WSDOT Development Agreement approving the applicant's request.

The amended Development Agreement guidelines states the required affordable housing units must be either two or three bedroom type units, the unit size cannot be less than 1,500 square feet, and the units must be dispersed amongst the market rate units. Compliance will be reviewed with Building Permits.

Of the total 49 affordable units, the applicant is proposing to construct ten affordable housing units within the project site. The locations of the units have not yet been identified. [Condition 35]

Appendix S: Issaquah Highlands Urban Design Guidelines

The urban design guidelines (UDG) comprise a key part of defining the vision for Issaquah Highlands. The design guidelines creates a framework to ensure the buildings, landscape, circulation systems, open spaces, and social gather places relate to one another in a manner that implements the design vision. This section provides an opportunity to look at the project comprehensively, rather than in the individual elements (e.g. landscape, parking, roads, etc...) and to consider how a proposal complies with the design direction established for Issaquah Highlands, instead of the prescriptive standards that have been reviewed so far in the Staff Report.

The applicant has chosen the Traditional Townscape as the neighborhood type. The proposed design shows a residential complex with most buildings focused on public and private streets and some on the common interior open spaces. With the addition of the Character Streets, pedestrian trail, and connecting to the existing street grid, the project creates an interconnected pedestrian system.

The sidewalks provided with streets and the east/west Feature Pedestrian Way trail will create an interconnected pedestrian system. Utilities have generally been tucked away. See **Attachment C** for a summary of the general guidelines related to this project as well as features, which are encouraged in the Traditional Townscape Neighborhood Type. In general the proposal is consistent with these criteria.

This section of the report will address the specific application of these guidelines. In some cases it is more appropriate to discuss some topics in association with their individual appendices; if that is the case, it has been noted below.

Buildings

Within a Traditional Townscape neighborhood, buildings are generally positioned close to the street with little or no setbacks and have a consistent appearance and height. In an effort avoid repetition, building must vary in color and be designed as flat facades with punctuated architectural elements such as window shutters, porches, and private courtyards or patios. "Additional variety can be achieved on corners by having a building set back a different distance from the two adjacent streets."

Building elevations are not required and were not provided as part of this submittal. While consistency is encouraged, as outlined in Appendix A: Goals and Commitments, the project should "develop its own identity to complement and support, and not overshadow, the existing city's identity." The buildings for this project must be designed to showcase diversity between each building and from surrounding properties.

The subject site is divided into two sections by Ellis Drive. Most of the buildings are located north of the corridor and Buildings 1-4 are located to the south. Buildings to the south shall be designed in a manner that allows the buildings south of Ellis Drive to complement the character of Westridge Townhomes-South and continue the neighborhood design.

The applicant will need to design the buildings north of Ellis Drive differently from those to the south in a way that provides visual interest and creates unique building facades. Traditional Townscape neighborhood should be designed in a manner that "avoid[s] a repetitive streetscape." Differentiating the building facades to the north and south will not only break up a monotonous streetscape, but will help establish a neighborhood identity. Having a distinctive building design will also assist with wayfinding and distinguishing between the many neighborhoods within the large development. The overall building design will be reviewed in detail with the Building Permit.

[Condition 36]

Several of the buildings within the project site are positioned in such a way so that most of the residential units will have primary building access facing onto Character Streets and the Feature Pedestrian Way trail. The perimeter units to the east, front 8th Avenue. The sides of buildings facing streets or the Feature Pedestrian Way must be designed in a manner to engage the street and should not be treated as the "sides" of the buildings. [Condition 37]



Although the buildings are closely placed to street edges, many of the build ends show opportunities to create interesting homes that finish the block, provide attractive view termini, and can potentially extend the homes toward the street. The building ends adjacent to streets and pedestrian walkways are setback generously to accommodate porches and other elements that extend to the corner of the building and finish its exposed side. Please see image to the left.

Appendix A: Goals and Commitments states, "residential streetscapes that emphasize front porches" and "encourage dramatic variety of form, mass, plan and fenestration [creates spaces of] shared responsibility toward the street, neighborhood, community and environment." Issaquah Highland neighborhood streets should provide safe and attractive designs where the whole composition of streets, trees, parkways, walks, front yards and front

porches define and contain a common space for residents to stroll, meet, play, and socialize.

The current proposal is aligned with the previous objective. Building adjacent to internal and external pedestrian walkways are shown having porches that extend towards the paths creating areas for possible social interactions. Buildings adjacent to these small, leftover landscape areas should be used to accommodate building elements addressing the corner of the block through porches, sun porches, added rooms, etc... [Condition 38] The landscaped area south of the open space should be an active space that promotes social interaction and acts as a gateway for the park. This is a great space to add elements like benches, bike racks, interpretive kiosks, art, and attractive landscaping with vibrant colors that contribute to the character of the neighborhood.

A Traditional Townscape neighborhood street must "provide safe and attractive designs where the composition of street, landscaping, sidewalks or paths, and private front yards define a common space where residents or visitors can walk, meet, play or socialize." The spaces between buildings and streets or walkways are not being shown with uses and may not be used for vaults, equipment, appurtenances, or only if there remains space after activating uses have been provided and if the equipment, vault, appurtenances can be shifted away from the pedestrian ways and screened. Most appropriately these areas should have architectural extensions such as building bays, terraces, or other useable space that engages with the street. If building elements are not practical nor feasible in small, leftover landscaped areas, benches, artwork, swings, mail kiosks, plazas, waste cans, dog pickup stations, wayfinding, or other street furniture should be added to the spaces to promote community interaction, neighborhood identifiers, and causal play. Also, the landscaped area south of the open space should be an active space that promotes social interaction and acts as a gateway for the park, rather than just a large landscape bed. This is a great space to add elements like benches, bike racks, interpretive kiosks, art, and attractive landscaping with vibrant colors that contribute to the character of the neighborhood. [Condition 39]



Spaces where design elements could be added

Review will occur with the Building Permit to ensure that blank walls do not exist and are treated with architectural embellishments. The pedestrian experience is a key component that must be considered within a Traditional Townscape neighborhood. "Street trees, planting strips, and private landscaping along building facades" should be designed in a manner to avoid blank walls and create visual relief from building facades. This is especially important for tall entry stairways and building ends. [Condition 40]

Garages

Per Appendix A: Goals and Commitments, garages projecting in front of living spaces and being the dominate feature on a home is discouraged within the Issaquah Highlands. It is recommended that garages be located off alleys to keep them off streets and provide an inconspicuous location. The site plan shows all garages being accessible from alleys, which allows main roads and Character Streets to be

a garageless streetscape offers a strong continuity of urban social space. [Condition 41]

The applicant is intending to install a P-Patch on the northwest side of the project. One residential unit, Building 19, will have garages looking onto the P-Patch. The current building configuration shows the top floor cantilever over the lower level with the garages setback. In an effort to deemphasize and soften the appearance of the garage, Building 19 garage doors must be visually interesting and complement the architectural character of the building. [Condition 42] Below are images of possible examples.









Examples of garage door designs

Axial views

The objectives outlined in Appendix A: Goals and Commitments states the urban plan should configure circulation for easy orientation and in Appendix S: Urban Design Guidelines, circulation should relate to focal points or terminates vistas. These ideals anticipate that circulation was thoughtfully consider and axial views and vista termini were incorporated in planning the site. The proposed plan shows a few areas where these goals where implemented, but there are other areas that provide opportunities for these guidelines to be incorporated.

Sightlines in the pedestrian network should provide interesting and attractive features as view termini. For example, framing an axial view with buildings and/or landscape, adding vertical art or architectural elements to building ends. In addition, these views or termini should orient the resident by, for instance, allowing sightlines to destinations. Inappropriate termini such as garages shall be avoided. At the time of Site Work Permit submittal, the applicant's proposal for axial views and view termini shall be provided for evaluation. Interesting and attractive features should be provided at each view terminus (e.g. architectural elements, art), vistas should be framed with buildings and landscape, and inappropriate view termini (e.g. garages) will be eliminated. Where the view terminus is off-site, building placement and landscape should focus and reinforce the vista. [Condition 43] Below are examples of this objective.







Examples of axial views and vista termini enchantments

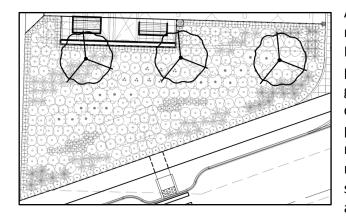
Mail Kiosk

Mail kiosk proposed locations along alleys were provided with this application. The applicant shall work with the USPS during the construction permitting phases to identify a location that encourages social interaction, and are sage for pedestrian access, i.e. near the open space or along Character Streets and the Feature Pedestrian Way. Coordination with the USPS will also be necessary to ensure that the location is suitable for mail delivery. This includes the ability for USPS to have a dedicated parking space to facilitate deliveries. [Condition 44]

Landscape

The Traditional Townscape guidelines call for landscape that is formal in nature and establishes strong lines of symmetry through the use of evergreen hedges and columnar evergreens with precise forms. Designs are encouraged to apply accent features including low fences, arbors, and low walls to separate the public spaces from private spaces.

During the site development phase, landscape plans are not fully developed and show only a concept level of planting details. While some plants are shown with the desired formal structure, for example along Character Streets, it is unclear elsewhere how the proposed palette and layout meets the structured intent of the neighborhood type. During review of the Landscape Permit, landscape plans must demonstrate how the plant palette and design are achieving the Traditional Townscape neighborhood type and desired formal structure.

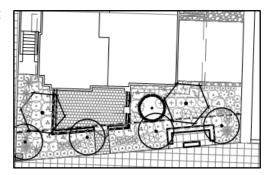


A preliminary examination has occurred. A more detailed review will be conducted by DSD and ARC during the construction permit phase. The planting shown appears to be generally formal and structured, which is consistent with the guidelines. Trees are provided along Character Streets and the main road, which create strong lines and a repetitive form. In addition, the internal trail shows a distinct paving material that is aligned with medium sized trees providing a

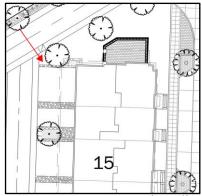
formal structure while also providing intuitive pedestrian routes. [Condition 45]

To ensure that the open space and Feature Pedestrian Way are used and promote safety, the trees around the open space and along the Feature Pedestrian Way should be an appropriate size and arranged in a way frame the features while maintaining solar access and sight lines. **[Condition 46]**

A Feature Pedestrian Way trail requires an 8-foot landscape border flanking each side. The landscape border, which consist of existing and new vegetation, may not have any objects encroaching the spaces except for pedestrian lights and rest stops. The current proposal shows two rest stops and porches from Building 11, 12, 14, and 17 extending into the landscape border. See image below for an example. With approval of the SDP, the applicant will be allowed to have end unit porches encroach a maximum of 3-feet into the landscape buffer. [Condition 47]



Porch extension into landscape buffer



Driveways next to sidewalks

Buildings 19-21 have driveways that are visible from adjacent sidewalks unless they are otherwise obscured. Appendix S states, "residential landscaping abutting streets and public open spaces...[must]define the private space and to provide visual relief and add interest to the building façade." This indicates the need for landscaping, low walls, or other design features that act as a buffer and reduce the presence of the driveways to pedestrians using the adjacent sidewalks or open space. There are several locations where residential driveways are in very close proximity to the sidewalk (see example to the left).

[Condition 48]

Complete landscape concepts were not shown for all areas. Only considering that areas where landscaping was shown, the planting configuration is generally consistent with the Traditional Townscape Neighborhood Type in some areas and not in others as mentioned above. This will be reviewed further during the Landscape Permit review to ensure the project's landscaping is consistent with the Urban Design Guidelines. [Condition 49]

Lighting

Site lighting is not only functional and addresses safety, but as a visual element lighting also plays a role in shaping neighborhood character, whether they are illuminated or not. To that end, street lights throughout the project will be formal in structure, which is consistent with the Traditional Townscape Neighborhood Character. Street lights will also be pedestrian scaled and minimize night glow. Lighting levels, per the plat, will be safe, attractive, functional, and utilize reasonably available technology to minimize negative lighting impacts. In addition, Guiding Principle #1 requires sustainability through resource conservation, which also supports the evaluation of proposed lighting. The applicant is required to submit a Photometric Plan, which will be evaluated and approved, prior to installation. [Condition 50]

Service and Mechanical Area Screening

Access and equipment associated with wet and dry utilities are a necessary part of a functioning community. However, their presence does not enhance the overall project character and goals. The applicant has not provided information about presence or location of any above grade mechanical equipment. Therefore, thoughtful consideration must be given to screening and their locations in an effort to reduce the visual impacts. Mechanical equipment on the ground should be screened once the appropriate location is identified. [Condition 51]

Private Utilities

All above grade dry utility vaults and risers must be placed on private property (outside of the right-of-way). Manholes, hydrants, vaults and meters will be contained within the project site. Utility transformers should be located adjacent to the alleys or otherwise kept away from trails and sidewalks. Utility transformers located within planting beds shall include landscaping tall enough to screen from view. If vaults, risers or other above grade facilities (or portions of facilities) are not specifically shown on the SDP, they must be placed in areas to minimize their presence. For example, located within or between buildings.

Since the landscape plan is conceptual trees may not be placed over water mains nor within 5-feet of a public utility. Pedestals, vaults, meters, and other above grade utilities shall be located away from axial view lines and pedestrian circulation facilities. [Condition 52]

Parks

The proposal does identify a children's play area, though specific details are not provided. In order to provide opportunities for a wide age-range of children, the play area should be consistent with the generally formal structure of the Traditional Townscape Neighborhood Type while creating an area that would be interesting and inviting to children and adults. This could include rocks, paths, stepping stones, secret places, grade changes, water features, and outdoor artwork. These elements allow for more diverse and adventurous play, consistent with the neighborhood type's character while not precluding other residents from visually and physically enjoying the area. [Condition 53]

A joint ARC/City review of recreation and open space areas will occur with construction permits. If the IHCA maintains the space, they will have a say in what activities they will be accepted. See Appendix U: Parks, Plazas, and Woonerfs below for further discussion.

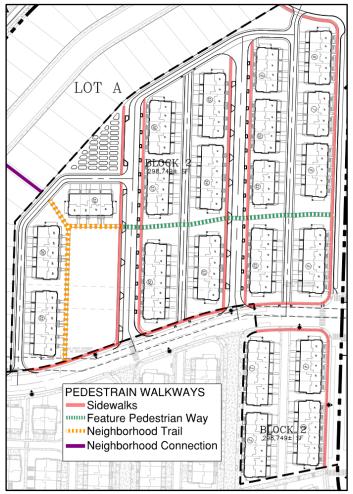
Appendix T: Urban Trail Standards

The purpose of this Appendix is to encourage a variety of experiences for pedestrian, bicycles, and other non-motorized modes of transportation within Issaquah Highlands through trails available to the public. Other sections within this report which address pedestrian issues are:

Appendix A: Goals and Commitments
Appendix H: Urban Road Design Standards
Appendix S: Urban Design Guidelines

As discussed above in *Appendix A: Goals and Commitments*, trails are an integral component of the pedestrian network. Discussion of the appropriate standards for these trails occurs here.

Feature Pedestrian Way

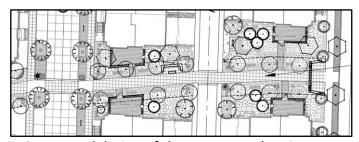


Feature Pedestrian Ways are hard surface promenades that connect major community focal points. A Feature Pedestrian Way is being proposed for the project, which will bisect the site from east to west and spans from 8th Avenue to the primary open space at the west. This trail will provide a continuous route through the community connecting to Character Streets and open spaces.

The Feature Pedestrian Way, which can be viewed below, will be 8-feet wide and constructed of decorative concrete with an 8-foot wide landscape border aligned on either side of the walkway. The landscape border frames the feature while creating a cohesive corridor that establishes its prominence. The Feature Pedestrian Way trail shall conform to ADA requirements per the standard. The proposed trail design complies with the construction guidelines, but does not with the intent. Pedestrian Way trail should "provide direct visual and physical access to major

community focal points." In this situation the major community point would be the primary open space.

The Feature Pedestrian Way is currently designed to slightly snake from 8th Avenue to the open space. A Feature Pedestrian Way trail is meant to have a direct path to an end point. Since a more linear path to the park cannot be achieved due to building placement and the need for perpendicular crossings at roads and



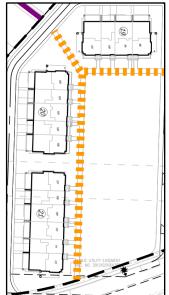
Conceptual design of the Feature Pedestrian Way

Iternative destinations like street crossings. This ca

alleys, the applicant should try highlighting alternative destinations like street crossings. This can be accomplished by having trees on opposite side of the path just before the street crossing. Not only will this will help guide views, but create a visual destination for each block.

Neighborhood Trails

A Neighborhood Trail is a hard or soft surface trail designed to create recreational opportunities for pedestrians by providing connections between neighborhoods and land uses. Typically, Neighborhood Trails are meant to interconnect with the sidewalk system and should be located within or adjacent to neighborhoods, open spaces, or critical areas. The applicant is intending to have a Neighborhood Trail along the westside of the primary open space that then runs between Buildings 19-20 and connects to the alley behind Buildings 19-21. This segment of the trail also provides an opportunity to connect to the Westridge Single-Family Home project to the west. Please see image below.



The majority of the buildings throughout the complex face onto streets and receive their primary pedestrian access from the adjacent sidewalks, with the exception of buildings 20-21. These two units look onto the primary open space and therefore the Neighborhood Trail is the primary pedestrian access to these units.

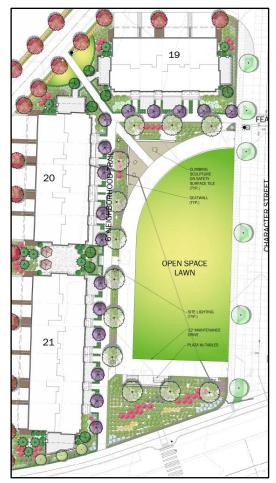
The standard width of the Neighborhood Trail is 6-feet with a 4-foot landscape border on each side of the trail. The proposed design shows Building 19-21 having individual terraces for each unit that extend out toward the open space in an effort to create possible social interactions. Due to the size of the terraces, a 3-foot border on the west edge is provided instead of the 4-foot border. This design does not conform to the standard layout. The size of the terrace will need to be reduced or the trail location should be relocated. This will be reviewed in detail with construction permits. [Condition 54]

Finally, walkways may be required by Eastside Fire and Rescue in order to provide access from the alleys to the front entries of the residences. DSD staff will work with EF&R to determine the design of these walkways and whether or not they need to be regulated.

Appendix U: Parks, Plazas, and Woonerfs

The purpose of Appendix U: Parks, Plazas, and Woonerfs is to encourage a variety of gathering and recreational opportunities in the Highlands by establishing minimum standards to foster the development of such spaces. The applicant is proposing to provide a small park north of Building 19, a Pea-Patch, and a large park adjacent to Buildings 19-21 for the neighborhood. These areas are all regulated by this appendix as a "Vest Pocket Park", "Local Park" and "Community Garden". There are no regulated plazas or woonerfs in this proposal. Please see the landscape plans.

Pocket parks are small private parks that fulfill a wide variety of purposes that are within walking distance to residents. Per Section 6.1, pocket parks are developed for active or passive recreational use. An art garden, picnic area, horseshow pit, or open lawn area are examples of elements in a pocket parks. The pocket park is generally consistent with the design criteria in this appendix. The park design is a concept design and will be reviewed in detail with the Landscape Permit.



According to Appendix U: Parks, Plazas, and Woonerfs, "community gardens are common areas provided for the purpose of gardening. They can be located within or adjacent to commercial or residential neighborhoods or in the Issaquah Highlands Urban Open Space." Community gardens can be pea-patches, container gardens, or compost centers just to name a few.

The applicant is showing the pea-patch area to consist of 10 at grade planters at various sizes, one storage shed, seatwalls in two locations, and trellises along the eastern border. The entire space will be enclosed by a landscape border to the north and south with a 42-inch decorate wall on the eastern edge. Although a conceptual design, the pea-patch generally complies with the guidelines outlined in Section 6.2. Before installing the design, the pea-patch must be reviewed jointly by the ARC and DSD. Depending on maintenance responsibilities, some elements may be altered or substituted.

According to Section 6.3, local parks are "areas designed to provide passive unstructured use and/or play areas for nearby residents and or/employees. A local park is distinguishable from a vest pocket park

because it is larger and provides either bigger or greater number of use areas." A few elements a park may consist of a children's play area, multi-purpose open space and picnic course.

The concept proposal shown below for the Local Park is generally consistent with the design criteria in Appendix U: Parks, Plazas, and Woonerfs. The current proposal does identify a children's play area, though specific details are not provided. In order to provide opportunities for a wide age-range of children, the play area should be consistent with the generally formal structure of the Traditional Townscape Neighborhood Type while creating an area that would be interesting and inviting to children and adults. This could include rocks, paths, stepping stones, secret places, grade changes, water features, and outdoor artwork. These elements allow for more diverse and adventurous play, consistent with the neighborhood type's character while not precluding other residents from visually and physically enjoying the area.

The local park, as shown above and in the plan drawings is for concept purposes only. A more detailed level of review will occur through the Landscape Permit, which must be obtained prior to construction to determine compliance with the applicable Development Agreement design standards and guidelines.

Comprehensive Plan Compliance

Applications submitted for the Urban Village need to also ensure consistency with the Issaquah Comprehensive Plan. See **Attachment D** for excerpts from the Comprehensive Plan that illustrate consistency with the submitted application.

IV. Department/Other Review Comments

A. Police: No comments.

B. Public Works Operations

The Public Works Operations Department provided the DSD with conditions that will affect future construction permits. These conditions can be found in Attachment A – Construction Conditions.

C. Fire: Eastside Fire and Rescue (EF&R) provided the DSD with comments and

conditions, which have been incorporated into Attachment A – Construction

Conditions.

D. Waste Collection:

No comments.

No detailed information was provided with this application regarding waste collection. The applicant has stated that waste containers will be stored within the garages of each residence. As such, it will be necessary for garages to be large enough to functionally accommodate both cars and three waste containers (waste, recycling, and food waste). Staff will work with the City's waste purveyor (Recology/Cleanscapes) to ensure that collection vehicles can access the alleys for waste pickup. This will be verified with the Site Work and Building permits.

E. Building: No comments.

F. Public Comment:

Public notice was distributed as required. One comment was received, which is in Attachment D. The following is a summary of the public comment and staff response.

<u>Comment</u>: A resident of West Highland Park is concerned about the size and volume of traffic Discover Drive receives. This resident believes Discovery Drive is not designed to accommodate traffic from current residents, nearby retail areas, and future development. Taking no action will result in congestion and an unsafe pedestrian experience.

<u>Response</u>: No work is being proposed for Discovery Drive in association with this permit. Traffic impacts for this project have been reviewed and analyzed by staff, which are located in Appendix H above. However, staff is currently reviewing another permit that is adjacent to Discovery Drive. Staff reviewing the subject project has forwarded this comment on to staff reviewing the project adjacent to Discovery Drive for review.

VI. Attachments

- A: Construction Conditions
- B: Relevant Appendix A: Goals and Objectives Excerpts
- C: Relevant Appendix S: Urban Design Guidelines Excerpts
- D: Relevant City of Issaguah Comprehensive Plan Excerpts
- E: Public Comments received
- F: Site Development Permit Drawings, dated October 20, 2017 and Landscape Permit Drawings, dated February 20, 2018

 (Sheets P1.0, P2.0, P3.0, P4.0, P5.0, P6.0, P1, P2, P3, P4, P5, P6,)
- G: 9th Major Amendment of the Issaquah Highlands Development Agreement (Resolution No. 2017-10)
- H: SEPA Determination of Non-significance (SEP17-00001) dated February 3, 2017

VI. Recommendation

Based upon the application, submitted plans of (October 20, 2017), listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Urban Village Development Commission:

A. Approve the Site Development Permit for Westridge Townhomes-North at Issaquah Highlands, File No. SDP17-00002, subject to the terms and conditions of the Staff Report dated March 23, 2018, *Attachments A thru H*, and the following conditions:

Prior to approval of the Site Work Permit and (Temporary) Certificate of Occupancy for any building, pedestrian and vehicular routes that serve buildings or its portion of the site shall have access easements granted to the City allowing the public to use these routes.

In the event the project is phased, the Responsible Official has the right to apply additional conditions with Building or Site Work Permits to ensure each phase complies with the Development Agreement, such as but not limited to access, fire circulation, parking, and landscaping requirements including site stabilization. Interim landscape shall discourage invasive plants from sprouting and establishing. Routine maintenance of these areas will look for and remove invasive plants.

Unless expressly identified, approval of this SDP application does not modify any City or Issaquah Highlands Development Agreement standards, which are in conflict with elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix M: Elections and Modifications of the Development Agreement.

- Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this Decision shall be resolved by the Responsible Official, utilizing the Staff Report, and in consultation with the applicant, at the time of the future application (e.g. Building, Site Work, Landscape, Sign Permits).
- All dry and wet utility vaults, cabinets, switchgear, pull boxes, meters, equipment, and appurtenances are assumed to be shown on the SDP submittal. Anything not shown on the SDP submittal (location, relative height, presence above ground) is assumed to be located within the structure. Any revisions or additions to what the SDP has shown and approved outside of the structure requires a modification to the SDP, except fire hydrants. Above grade transformers shall be located adjacent to alleys and shall not be located near trails or sidewalks.
- Per the Fourth Amendment to the Issaquah Highlands Development Agreement, the Master Developer (Port Blakely Communities) shall require builders to build to Built Green 4 Star/Energy Star standard in place at the time of the agreement. This will be reviewed with Building Permit.
- All buildings must have primary pedestrian access from a sidewalk trail that is accessible to the public. The streets and trails providing access to residential units shall be completed by Temporary Certificate of Occupancy or final inspection.
- Designated pedestrian paths and trails, which cross vehicular routes, drives, and access routes shall be designed to draw the driver's attention to the possible presence of pedestrians. This condition would be met, for example, through the use of pedestrian tables, changes in material (e.g. concrete, pavers; not solely paint or striping), etc... Emergency vehicle routes shall not use raised crosswalks.
- Only approved devices may be used to for stormwater; the "Thirsty Duck" device is not approved for use by the City. Stormwater flows must be controlled by an automatic valve that meets City standards and is configured for fail-safe operation. This condition will be enforced during Site Work Permit review.
- The Point of Connection for this stormwater system shall be the Regional Stormwater Discharge pipe near the Flow Splitter. Prior to the approval of the first Site Work Permit, the applicant must perform a downstream capacity analysis to verify that the piping between the stormwater point of connection and this project has sufficient excess capacity for this proposal. It should be noted that the analysis will include proposed piping that is "off-site" (beyond the limits of this permit) but upstream of the flow splitter (the point of connection). Prior to approval of the first Site Work Permit the applicant must demonstrate that the downstream stormwater system has sufficient excess capacity for this proposal and demonstrate that the piping necessary to support those flows is either in-place and operational or can be constructed in conjunction with the Site Work Permit (including property rights and access for maintenance and operation). This condition will be enforced during Site Work Permit review.

- If the detention and treatment vault shown on the plans must be enlarged, it must be enlarged in the vertical plane (presumably by getting deeper) and the horizontal extent of the facility must not be enlarged; or use other methods that do not impact, displace, or significantly alter the proposed character of the plat. This will be reviewed with Site Work Permit.
- Prior to installation of the stormwater vault, the site must undergo a Lot Line Adjustment to locate the vault solely within the tract. The use of the tract must also be revised to a stormwater tract with a recreational easement prior to Building Permit issuance.
- Any LID facilities or landscape areas must have overflow connections to the stormwater system to prevent downstream breakout and erosion and create a public nuisance. This condition will be enforced during Site Work Permit and/or Building Permit review.
- 14 All existing water mains within public rights-of-way must remain in-service during construction. Where feasible, locate the Reduced Pressure Zone Valve Assembly inside the building. This condition will be enforced during Site Work Permit review.
- All water meters will be located within the rights-of-way or in public utility easements. The meter locations must be compatible with the urban design and landscape design requirements. All water meters must be located such that they can be accessed with the City's drive-by meter reading system
- During review by City and Eastside Fire and Rescue of Site Work permits, hydrants locations will be reviewed to minimize impacts to on-street parking. Also curb bulbs or similar devices that prevent drivers from parking in front of hydrants shall be used.
- 17 In order to meet maximum velocity requirements all on-site water mains must be 12-inch minimum size. This condition will be enforced during Site Work Permit review.
- Existing easement 20020516000844 shall be terminated in favor of the utilities that will be located in future rights-of-way and if the utilities are abandoned in-place, the applicant, successors, and assigns, shall indemnify the City against any and all future claims.
- The applicant shall provide curb blubs to improve pedestrian sightlines at crossings and to preclude parking where it is not allowed, such as at hydrants and intersections. Parking must not interfere with the movement of larger vehicles such as fire trucks or school buses. The parking along Ellis Drive between 8th Avenue and High Street shall be evaluated at the time of Site Work Permit to determine if on-street parking is appropriate based upon the final intersection configuration and road grade.
- The small segment of Federal Drive, north of the subject site, is dependent on the construction of the Federal Drive segment off 9th Avenue. Prior to approval of the Site Work Permit, the applicant must submit either an easement or agent authority to the City for construction and crossing of Federal Drive.

- 21 Agent authority will be required for the construction of 8th Avenue. Street improvements on and off-site will be reviewed as part of the Site Work Permit.
- The Character Streets shall be designed using vertical elements (e.g., planter, bollards, street lights, etc., but not curbs as shown) and changes in the paving material (color and/or texture) to define the pedestrian and vehicle zones. Concrete or other non-asphalt paving materials must be used. A driveway cut must be applied when an alley connects to a Character Street. Where Character Streets intersect with a public road a street cut shall be used. Street designs and cuts will be reviewed at the time of the Site Work Permit.
- 23 Prior to approval of the Site Work Permits, Character Streets and the extension of 8th Avenue must either be located entirely within the boundaries of this land use action or the applicant must furnish an easement or other instrument which allows the roadway to be accepted as unencumbered right of way following roadway completion and acceptance.
- Alleys shall be designed as Fire Service Alleys with a 12-foot asphalt section and 3-foot concrete strip on each side. Driveway cuts which accommodate emergency vehicle access shall be utilized where the alleys intersect with streets.
- 25 Except in designated driveways, no parking is allowed in the alleys. "No Parking Fire Lane" signage shall be installed prior to the issuance of Building Permits to ensure that emergency access is maintained during construction.
- A barrier must be installed along alleys that abut the proposed Single-Family North (Block 3) development to prevent users from driving off the alley surface onto the adjacent properties. Enough space must be provided for a rear yard fence and landscape buffer between the barrier and alleys. The barrier and yard configuration will be reviewed with the Site Work Permit.
- 27 Generally trees will be installed 30-feet on center, paired with the tree across the street. The applicant must coordinate with the ARC and DSD prior to selecting trees. During construction permit review, street trees may only be removed due to conflicts with entry drives, sightlines, hydrants, and fire truck access. Where street trees are planted in tree wells, the tree well must be a minimum of 24 square feet in area.
- Any tree located within 4-feet of a public street, curb, sidewalk, or similar publicly-owned and maintained paving must have at least 10 lineal feet of root barrier placed adjacent to the pavement.
- Garages shall be designed, at a minimum, to include space for: two side-by-side parking spaces for standard sized vehicles; bicycle parking; and three waste containers, one for each stream; water heater and furnace if not within the house. This will be reviewed with Building Permits.
- 30 Consider providing parking spaces for motorcycles, electrical vehicles, and other modes of transportation. If provided, these spaces shall be specifically designated.

- 31 Residential driveways must be less than 8-feet in depth or more than 18-feet in depth and shall be constructed of a material that creates a visual differentiation between the alley edge and the driveway surface.
- The quantity, type, and location of ADA compliant parking spaces is not approved by this permit and shall be reviewed during the Building Permit review. The applicant should meet with the Building Official prior to the submittal of any construction permits to confirm the number and distribution of ADA parking stalls.
- 33 The proposed project currently generates the need for 35 bike parking spaces. The number of required bike parking spaces may be modified based on the final parking count. Some bike racks shall be provided throughout the site in close proximity to areas they serve such as common spaces, trails, and visitors. The bike racks should be positioned to not block sidewalk, walkways, or entrances when full of bicycles. Final bike rack locations must be shown on Site Work or Landscape Permit.
- The required 5-foot wide landscape buffer shall be provided along the west perimeter of the project that abuts the single-family development. The landscape buffer shall comply with Appendix P, Section 6.3. The landscape design and plant plan will be reviewed in detail with the Landscape Permit.
- The applicant must construct 10 affordable housing units, which complies with the provisions of the "Development Agreement with Polygon Northwest for the provision of Affordable Housing". The affordable housing agreement shall include a phasing plan on the timing of completion of the Affordable Housing Units, which shall proportionately coincide with the completion of the market townhouse units in Westridge MF North or Parcel D. Prior to submitting for construction permits, the applicant must identify the locations of the affordable housing units and submit a plan to the City for review.
- The building facades north of Ellis Drive must differentiate from the building facades constructed south of Ellis Drive, and the block proposed south of NE Ellis Drive should be a part of the Townhome South project. This can be achieved through architectural embellishments, color, change in materials, window layouts, etc... The building design will be reviewed jointly by the ARC and DSD with the Building Permit.
- 37 All building ends that face streets, trails, or pedestrian areas must be designed in a manner to engage the street and should not be treated as the "sides" of the buildings.
- 38 To accommodate architectural features consistent with the goals and guidelines, buildings with leftover landscape areas between the building ends and the sidewalk or trail shall extend appropriate building elements toward the street.
- In areas where building extensions are not practical nor feasible in small leftover landscaped areas, elements such as, benches, artwork, swings, mail kiosks, plazas, waste cans, dog pickup stations, wayfinding, or other street furniture should be added to the spaces to promote community interaction, neighborhood identifiers, and causal play. This will be reviewed with the Landscape Permit. Building Permits will be issued once an approved Landscape Permit has been issued.

- 40 All building facades shall be designed with detail and interest. Blank walls shall be avoided, especially at the pedestrian's level; if necessary, articulation or other features will be provided. Appropriate features may include doors, windows, building articulation, and/or other architectural features that create an interesting and varied environment.
- 41 Street facing garages shall include architectural features such as cantilevered building stories, trellis, or roof extensions to minimize their presence.
- 42 Garages visible from public spaces such as the proposed P-patch, especially Building 19 garage, shall include architectural features to minimize their presence through techniques which include buildings overhanging the garage, trellises, and garage doors that are visually interesting and complement into the building's architectural character. This will be reviewed with the ARC in detail with the Building Permit.
- 43 Interesting and attractive features should be provided at each view terminus (e.g. architectural elements, art), vistas should be framed with buildings and landscape, and inappropriate view termini (e.g. garages) will be eliminated. Where the view terminus is off-site, building placement and landscape should focus and reinforce the vista. This will be reviewed during the construction permit phase.
- 44 Locate the mail kiosk(s) so the high activity functions are gathered in central areas and where pedestrians can safely access their mail. The location(s) should be in proximity to roads for USPS mail carriers and a dedicated parking space shall be provided to facilitate deliveries. The dedicated parking stall may be time restricted so that is available for the USPS during their delivery hours and available to the public during non-delivery hours.
- This permit does not approve the proposed landscape as it is too conceptual. Additional and detailed review will occur concurrently and jointly by DSD and ARC. Plants should be selected and spaced based upon their mature size and to achieve the Traditional Townscape character. To facilitate review, plants will be shown on landscape plans at 85 percent maturity.
- Trees shall be appropriately scaled for the location in which they will be located and the mature size of the tree. Appropriate solar exposure for adjacent uses and views along Feature Pedestrian Way shall also be taken into consideration.
- 47 Porches along the Feature Pedestrian Way trail may encroach up to 3-feet into the adjacent landscape buffer. The remaining 5-foot buffer may have pedestrian lights and rest stops. Any other objects not listed will require an Administrative Minor Modification (AAM).
- Where residential driveways are in direct view of an adjacent sidewalk, their presence shall be minimized providing a landscaped hedge or wall. If plantings are used to meet this condition, they must be planted so that they achieve the desired obscurity of the driveway at the time of planting. This will be verified during the Landscape Permit review and through a visual inspection by the Development Services Department to ensure that plantings are of a mature size at the time of planting.

- 49 A complete landscape plan showing landscape for the entire site must be submitted for review. The landscape plan must be designed to the Traditional Townscape Neighborhood Type.
- A lighting plan shall be submitted for review prior to installation and needs to reinforce Issaquah Highlands' urban design goals. The plan must demonstrate how the light fixtures and illumination levels provide safety and function, minimize night glow, and reduce off-site lamp visibility with pedestrian scale lighting. Cut off fixtures will be used and lighting shall be located in areas where drivers and pedestrians are likely to be. The lighting plan shall comprehensively address building, street, drives, open space, parking lot, trails, and landscape lighting. To facilitate review of the lighting, a photometric calculation, stamped by a professional engineer, showing illumination levels on the pavement shall be submitted with the Site Work Permit for construction of lighting. A point-by-point calculation is required. The illumination calculation shall include all fixtures that contribute light to the site (poles, bollards, building mounted lighting). Low wattage decorative fixtures such as sconces or porch lights can be excluded from the calculation. No up-lighting is allowed. All exterior lighting is subject to the specific approval of the Responsible Official.
- Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... shall take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. On all subsequent permits, utilities and their necessary easements shall be shown.
- Pedestals, vaults, meters, and other above grade utilities shall be located away from axial view lines and pedestrian circulation facilities.
- Recreational facilities must provide a diversity of passive and active recreation for all ages.

 These areas must be designed as an integral part of the overall primary open space, while incorporating varied opportunities for children's play for all ages.
- The neighborhood trail shall be a minimum of 6-feet in width with a 4-foot wide landscape buffer and shall be constructed with concrete.

Attachment A: SDP17-00002 - Westridge Townhomes-North - Construction Conditions

The following conditions apply to constructions permits for Westridge – North, which includes but are not limited to the clearing and grading, utility, including roads, landscape, and building permits. All of the conditions listed below are meant to assist the applicant through the transition from the land use permit to construction permits. In addition to land use permit condition compliance, each phase of this development will have these conditions applied to applicable, associated construction permits. Note that while the assembly of these conditions is meant to assist both the City and Applicant with the transition from land use to construction permit, this list is not meant to be exhaustive. The Applicant continues to be responsible for review of relevant codes, regulations, and agreement.

Clearing and Grading

- 1. At the time of review and approval of these constructed steep slopes, special planting techniques on slopes 3.1:1 or steeper will be required to assure the establishment and viability of plant and tree materials.
- 2. Appropriate measures, as determined by the Responsible Official, shall be taken to ensure that construction operations do not result in erosion and sedimentation impacts on water quality and on nearby drainage courses. In addition, the applicant shall comply with the City's TESC construction requirements.
- 3. Prior to any clearing or grading activities, the applicant shall survey and erect construction fencing along the parcel boundary. Following all clearing and grading within 100 feet of the Parcel boundary, the applicant shall provide the Responsible Official with certification that these activities did not extend beyond the permitted construction boundaries.
- 4. The applicant shall minimize impacts to existing roads and residents during clearing and grading activities. Prior to issuance of grading permits that would require the import or export of soils, the applicant shall be required to submit a grading worksheet demonstrating that the import/export of soil will be minimized through on-site reuse and a haul plan to minimize impacts to the existing residents and the local road network. This information shall be considered by the City prior to approval of associated permits.
- 5. The applicant shall provide geotechnical analyses prior to any grading activities demonstrating soils are compatible for the proposed development. Information from geotechnical analyses shall be considered and incorporated, as determined by the Responsible Official, into related permits.
- 6. Prior to the approval of the first site Work Permit, the applicant must perform a downstream capacity analysis to verify that the sewer point of connection has sufficient excess capacity for this proposal. The analysis shall include all vested flows and an appropriate peaking factor and must show that no manhole surcharges are present at peak discharges. This condition will be enforced during Site Work Permit review.

Neighborhoods, Site and Building Design

- 7. Where walls greater than four feet in height are proposed adjacent to a street, they shall be shown on the utility plans. Through engineering plan review, the feasibility of reducing the height of these walls, or otherwise reducing their apparent bulk through other design solutions, shall be evaluated. Remedies shall be implemented where feasible, given balancing trade-offs such as cost, marketability of lots, and other development agreement considerations.
- 8. Generally, homes shall have direct pedestrian connections to the sidewalk (or woonerf) system without using the driveway. The front door and the route to it shall be evident from the street and separate from the driveway. The DSD will review this with the building permit.
- 9. Homes within Westridge North must be built to a minimum Built Green 4-star standard per the 4st Amendment to the Development Agreement. This will be reviewed with the Buildings Permits by the IHCA.
- 10. All exterior staircases and walkways shall be at least 5-feet wide, clear of intruding handrails, mature landscape, car overhangs, light poles, tables and chairs, etc..., except in those portions of the sidewalk where the standard is greater than 5-feet; then the width will be equal that of the standard. Where narrow planter beds are adjacent to walkways, plants shall be selected whose mature size will not impact the walkway width. Walks that are provided solely to the front entry of a residence may be 3-4-feet wide.
- 11. Building design will place living active space facing the streets and plazas.
- 12. All building facades, downhill elevations, retaining walls, and similarly elements shall be designed with detail and interest. Blank walls shall be avoided, especially at the pedestrian's level; if necessary, articulation or other features will be provided. Appropriate articulation and features could include doors, windows, building articulation and modulation, and/or other architectural features to create an interesting and varied environment.
- 13. Retaining walls shall be keystone, stone, or other appropriate materials, not rockeries, unless they are not visible from roads, trails, homes. This condition applies to both existing and proposed walls within the plat area
- 14. Design of the above ground facilities, such as walkways, significant plant materials, etc... shall take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. Place above ground utilities in inconspicuous locations and screen them. On construction permits, utilities and their necessary easements shall be shown. This will be reviewed with Utility Permits.
- 15. All mechanical equipment, utilities, appurtenances, etc... shall be screened. Equipment, above-ground utilities, appurtenances, etc... shall be located away from pedestrian areas, with at least enough distance to allow landscape screening.

- 16. Selection and placement of elements, especially landscape material, between houses and trails shall maintain good sightlines to trail users. Where sightlines cannot be maintained, provide elements to improve the pedestrian safety and experience such as trail lighting, signage, etc....
- 17. All garages must provide room for vehicles and for receptacles for three (3) waste streams.

Streets

- 18. Roadways and the associated sidewalks and pedestrian routes must remain in-service and operational during construction and site development. Since many of the traffic and pedestrian disruptions and public nuisances are related to construction and unanticipated construction impacts, all contractors must attend periodic meetings with City staff during construction so that staff has a reasonable opportunity to provide input on reactions to construction issues, especially as they relate to traffic and pedestrian safety. It might also be necessary to require employee and contractor parking on-site in order to minimize the impacts to the public streets. This will be examined and the impacts will be mitigated in conjunction with the Site Work Permits and/or Building Permits. The goal will be to minimize nuisances to the public while providing reasonable access to the site for contractors and construction workers. Emergency Access to each block is provided by existing public and private roadways and it must be maintained throughout construction on the site.
- 19. During permit review for roads, the Applicant will position street trees, street lights, and similar elements to maintain clear areas so that the bumper/bucket overhang areas are available. The fire and garbage truck turning radii assume a bumper/bucket overhang which may be behind the curb as long as there are not elements which preclude the overhang.
- 20. Driveways crossing a sidewalk which are primary emergency service access routes shall provide at least 18-feet of length on the lot if the driveway will be used for parking. Driveways which are not intended for parking must be less than 8-feet in length to clearly indicate they do not accommodate parking.
- 21. All roads shall be posted as "No Parking Fire Lane" when appropriate and signs in place prior to issuance of Building Permits.
- 22. All public or private roads must be computer modeled for fire ladder truck access/fire lanes.
- 23. Construction plans shall show the locations of proposed fire hydrants.
- 24. Use techniques during road design that will slow vehicles, facilitate pedestrian friendliness, and encourage vehicles to make appropriate choices. These might include curb bulbs at intersections, driveways, and other entrances, as well as at hydrants and other no parking locations.

- 25. If raised pedestrian crossings are used they must be designed in conjunction with the limitations of EF&R vehicles, e.g. will not high center the vehicles, while also drawing drivers' attention to pedestrian facilities and slowing traffic.
- 26. Designated pedestrian paths which cross vehicular routes, drives, access routes, etc... shall be designed to draw the driver's attention to the possible presence of pedestrians. This condition would be met, for example, through the use of pedestrian tables, changes in material (e.g. concrete, pavers; not solely paint or striping), etc... Emergency vehicle routes shall not use raised crosswalks.
- 27. Street trees will match the type (genus, species) planted on both sides of the street. Street tree installation (tree wells or parking strips) will generally match that on the opposite side of the street, except in special circumstances. Street trees shall closely follow the spacing and alignment used on the opposite side of the street. Spacing and installation will generally be 30 ft on center. Street trees planting locations should only be skipped due to entry drives.
- 28. All curbs at Issaquah Highlands must be vertical, unless otherwise approved by the Responsible Official, such as for fire access or some other unique circumstance. No extruded curbs are allowed.
- 29. All curb ramps must direct the user into the crosswalk (not the intersection or travel lanes, and whether the crosswalk is striped or implied) and generally point toward the curb ramp on the opposing side.
- 30. Where stairs must be used in the sidewalks or the path system, the Applicant shall avoid single steps and all steps should be level and of even height per the International Building Code.
- 31. Private roads shown shall have access easements to the City for public access (vehicular and pedestrian), emergency service, and public utilities.
- 32. When the ROW is located at the back of sidewalk, and it is determined to be necessary by the Responsible Official, a two-foot maintenance and repair easement shall be granted to the City. For instance if a building or wall is located at the back of sidewalk, the easement is not necessary.
- 33. Address monument signs shall be provided at the nearest road to clearly identify the location of buildings which do not have a primary frontage onto a street (Buildings 3, 4, 5 and 6). The address signs shall have numbers/letters approximately 6 inches in height. The final location and design shall be approved by the Responsible Official. This will be reviewed with Building Permits.
- 34. With the submittal of the Site Work and/or Building permits, the applicant must:
 - maintain emergency access routes throughout the project site
 - provide a plan for construction parking and staging that maintains existing pedestrian and vehicular routes;
 - include a note on all Site Work Plans that requires the applicant to plan for and attend periodic meetings (generally weekly) with City staff to ensure that construction related

impacts to the public (traffic, road closures, dust, noise, etc) are minimized and mitigated. The note must include provisions that require the contractor to respond to the City's request for action in matters regarding safety and public nuisance.

Utilities

- 35. The applicant shall minimize slope and surface disturbances for the construction of any necessary discharge pipes for stormwater. Project Stormwater improvements shall be permitted or in place prior to approval of land use permits.
- 36. On the face of each of these plan sets, the applicant must include the following: the total building square footage included in that application, the number of fixture units, the Average Dry Weather Flow (ADWF), and the Peak Wet Weather Flow (PWWF) associated with improvements in that application. The information must be in tabular format.
- 37. Provide a summary, on the face of the plans, of the utility capacity impacts of each Site Work Permit including, impervious area, Q_2 , Q_{10} , Q_{100} , Max day Demand, Average Day Demand, Peak Wet Weather Flow, and Average Dry Weather Flow.
- 38. Water system improvements must be in compliance with City Codes and Standards and the Project Design Report.
- 39. Sewer system improvements must be in compliance with City Codes and Standards.
- 40. Stormwater system improvements must be in compliance with the Project Design Report and with City Codes and Standards.
- 41. If detention water is used for irrigation, backflow protection will be required on all city connections (size and type to be determined).
- 42. All water mains must be located in public rights of way or within utility easements that provide a minimum of 15-feet of unobstructed width for access and maintenance. This condition will be enforced during Site Work Permit review and approval.
- 43. All public sewer mains must include all-weather access for the City's Vactor Truck. The truck must be able to approach and stage within 6-feet of the edge of any manhole. This condition will be enforced during Site Work Permit review and approval.

Landscape, Open Space, Trails and Parks

- 44. Any tract in this project whose primary purpose is open space and which has been previously cleared, shall be landscaped to prevent erosion and to enhance the overall appearance of the community. Landscaping shall include groundcovers, shrubs, and possibly trees, in a hydroseed mix. Trees selected shall either not be tall at maturity or shall be located to frame rather than block views.
- 45. All Maintained Landscape Areas and Natural Open Space tracts must be completed by the final inspection for the last adjacent unit or upon 60% occupancy of the surrounding development, whichever occurs first.

- 46. Provide a minimum or 12" of topsoil or amended soil to planted areas (e.g. streetscapes, private parks, private yards) to facilitate localized infiltration.
- 47. Tree wells need to be 4' x 6' or 5' x 5' based upon tree selection. A larger size landscape area for the street trees would beneficial towards the long term health of the trees.
- 48. Any tree located within 8 ft. of a public street, curb, sidewalk, or similar publicly-owned and maintained paving must have at least 10 lineal feet of root barrier placed adjacent to pavement.
- 49. Trails signage shall be provided in order to assist users with wayfinding and orientation to off-site trails and through the site.
- 50. Trails must include bollards for controlling vehicular access.
- 51. Trails need to include borders and border plantings that are compatible with adjacent landscaping.
- 52. Plants should be selected and spaced based on their mature size. To facilitate review, plants will be shown on landscape plans at 85% maturity.
- 53. Compliance with the water conservation standards shall be evaluated as part of the Utility Permit for the landscaping. The overall water budget shall comply with the standards used elsewhere in Issaquah Highlands.
- 54. Invasive plant materials shall be removed from the natural forested/meadow areas.
- 55. At the time of submittal for a Landscape Permit, the applicant shall submit a landscape maintenance plan consistent with the requirements of Appendix D, Stormwater Management and Ground Water Protection, and Issaquah Highlands best management practices. All landscape maintenance shall comply with these maintenance requirements.
- 56. The location and height of landscaping along streets and alleys will be restricted to ensure it will not interfere with emergency services or waste collection trucks.

Eastside Fire and Rescue

- 57. Dwelling structures that exceed 5,000 sq. ft. (this number includes the garage) shall have fire sprinklers installed per NFPA 13-D as per City ordinance.
- 58. A Fire Permit must be obtained prior to any building construction.
- 59. Provide hydrant locations and fire flow to Eastside Fire and Rescue for review and approval.
- 60. Alleys shall be evaluated during the Site Work permit review to ensure proper fire turning radii is maintained.

Appendix A: Issaquah Highlands Guiding Principles, Excerpts

Goals and Objectives:

In addition to the Principles provided within the Staff Report, Appendix A also contains Goals, Objectives and text describing the project's vision.

Environmental Protection

Goal: Through joint public and private efforts, implement in a suburban location the vision of a compact, mixed use pedestrian oriented and transit served community that preserves large areas of open space, while minimizing and mitigating its environmental impacts.

Objective: Encourage creative design of both private and public facilities that directs solutions toward achieving the urban village goal.

Community Character

Goal: Issaquah Highlands should have its own regionally appropriate and clearly identifiable architectural character while allowing a wide variety of individual buildings within the context of that character.

Objective (A): Create a pedestrian friendly and socially gregarious public realm in balance with individuality and privacy. Dominance of the automobile in street design, commercial site planning, and even home design has severely and negatively impacted the social quality of our public realm. The negative perception of fast roads, garage dominance of streetscapes, and large surface parking lots between street and storefront is evidenced in Issaquah's and other regional visual preference surveys. In general terms, fulfilling this objective means: Creating residential streetscapes that emphasize front porches, community serving retail that resembles traditional small town main street, and transit hub mixed use that focuses on pedestrian plazas. Narrow slow streets and curbside parking in conjunction with parkways, street trees and sidewalks should be encouraged. Fast, no parking collector roads, surface parking lots, and garages projecting in front of homes should be discouraged.

Objective (B): Utilize unique, site specific art and signature work of local artisans incorporated into everyday community elements in establishing Issaquah Highlands's identity. The Puget Sound is renowned worldwide for the quality and creativity of its local artisans. Incorporating their work into the public and private architecture of Issaquah Highlands will give this community a truly memorable character. Community monumentation, landscape structures and paving patterns can become the common threads that holds Issaquah Highlands's varied architectural fabric together.

Goal: Respect the cultural, environmental, and regional architectural context of the Issaquah area

Objective (A): Articulate the shared perception of Issaquah's architectural identity and preferences. As a part of the City of Issaquah, Issaquah Highlands will be this towns most significant secondary "district". While it should not necessarily mimic Issaquah's old town area, it should seek to find within the old town's character, a core architectural identity upon which a connected and complementary Issaquah Highlands character can be built.

Objective (B): Define and illustrate a distinct Issaquah Highlands architectural character and context that supports and compliments the City of Issaquah. Issaquah Highlands must correctly perceive and understand Issaquah's identity and self image. It should then develop its own identity to compliment and support, and not overshadow, the existing city's identity.

Goal: Allow a wide variety of individual buildings and creative expression within the context of the Issaquah Highlands character. The strongest recommendation of the Citizens Urban Design Task Force was to avoid the homogeneity perceived in other planned communities and to stress variety and individuality. The challenge here is to develop an identifiable Issaquah Highlands character without imposing excessive conformity.

Objective (A): Encourage dramatic variety of form, mass, plan and fenestration that accommodates individual expression within an overall continuity and a sense of shared responsibility toward the street, neighborhood, community and environment.

Objective (B): Encourage individual architectural creativity with more emphasis on individual home differentiation and less on "project" differentiation. A fine grain mix of architectural style where homes of distinctly different character are comfortable adjacent to each other is most common in traditional Puget Sound neighborhoods and a preferred alternative to "project" homogeneity.

Objective (C): Develop a broad Issaquah Highlands guidelines for colors and materials that reflect the more varied expression seen in the region's more mature neighborhoods rather than the narrow palettes of newer subdivisions

A Community for All Ages

Goal: Provide access, safety, interest and activity, and a strong sense of belonging for all ages and generations. Our current development patterns serve a fast paced, auto oriented, metropolitan working adult. Consequently they too often: intimidate and isolate the elderly, separate children from playmates and activities (requiring Taxi Moms); and provide no sense of belonging, and no community of adult role models for adolescents. Some areas should target the special needs of children and of seniors, but the entire community should incorporate some common principles.

Objective (A): Provide for safe mobility and activity within Issaquah Highlands by all ages. Walks, bikeways, and community shuttles should be given priority in circulation design and extend access to all of Issaquah Highlands for non-driving age groups. Encourage pedestrian priority in circulation by creating paving changes, raised crosswalks, and neighborhood street entry bottlenecks to slow vehicle traffic. Convenient and visible bike racks will be encouraged in the activity centers of Issaquah Highlands. Shuttles can be children friendly (special horn, bell or music to announce arrival), and serve as an inter-community activities link for all ages as well as link to a regional transit hub. They can also provide part time employment and community contribution opportunity for active seniors. Children's neighborhood play areas should be overlooked by many windows.

Objective (B): Provide activity and gathering places for seniors and adolescents that they can consider their own. Encourage enterprises and community activities that serve seniors and adolescents.

Objective (C): Through mixed use integration of work, culture, education, commerce and living make adult work visible to young people and offer avenues for seniors to contribute to and enjoy the mainstream of community life.

Objective (D): Give each residential neighborhood a clear identity and defined boundaries, with gateways and landmarks that are understandable to all residents, especially children. Neighborhood logos integrated into street signage, gateway monumentation, shuttle stops, and neighborhood park benches can help children define the limits of their world.

Neighborhood Hubs

Goal: Encourage focal points and gathering places within neighborhoods, including opportunities for convenience retail, hospitality, community and recreation facilities.

Objective (A): Provide locations for community gathering places for public enjoyment and community activities. Plazas, civic squares, bandstands and amphitheaters offer gathering places for the whole community. Garden courts, mews and promenades can provide pedestrian access to adjacent buildings and open onto the street. Private community recreation centers may be provided for swimming, tennis, aerobics and other active sports.

Objective (B): Within residential neighborhoods, provide opportunity for small "corner store" neighborhood retail and services, including day care.

A Chain of Small Parks and Community Gathering Places

Goal: Provide both natural open space and active park areas within close proximity to all residents. With clustering and increased density, we can provide a much greater proportion of nearby open space for residents. This open space must not only be near, but accessible. We also create a greater need for common play areas and gardens as we reduce the individual family's private yard areas. Parks should be within walking distance of residents. This requires a clearly defined parks policy that gives as much priority to small neighborhood play areas and gardens as it does to large region serving fields for organized sports.

Objective (A): Encourage tot lots, pocket parks, and neighborhood parks in convenient locations to serve all residents of Grand Ridgelssaquah Highlands. While providing children's play areas, viewpoint destinations for daily walks, or flower displays placed and maintained by community horticulture clubs, these parks can give unique focal identity to individual neighborhoods. Private play and garden courts may be shared by clusters of single or multi-family residents.

Objective (B): Encourage passive, hobby, casual family, and senior citizen's enjoyment of community outdoor facilities through the provision of pea patch gardens, horticulture club flower beds, common greens, passive park and picnic sites, and walking destination points in public open space areas. Pea Patch garden plots, composting and recycling centers giving high density area residents opportunities to get their hands in the soil. Private play and garden courts may be shared by clusters of single or multifamily residents. Trail clearings and picnic glades could be enhanced in the forested open space. The ability to provide some of these facilities will depend on whether they are allowed in areas of public open space.

Objective (C): Maximize the esthetic and recreational amenity value of water quality facilities. Water quality and detention ponds can be treated as small lakes or fishing holes with adjacent trail, picnic, and waterfowl observation areas.

Objective (D): Provide rain protection for some recreational facilities, destination and observation points to extend the pedestrian opportunity beyond the sunny days. Issaquah Highlands should encourage features to protect pedestrians when it rains, such as covered pedestrian walks or glazed galleries [glass roofs between two buildings] in areas of highest density and commercial use, rain shelters at all shuttle stops and perhaps an Issaquah Highlands community umbrellas program.

Objective (E): Encourage Boulevard Parks to create unique and memorable landmarks in Issaquah Highlands's circulation system while functioning as neighborhood identifiers and places for casual play and passive use

Circulation

Goal: Plan circulation to provide convenient and safe bicycle and pedestrian access, and accommodate public transit.

Objective (A): Circulation at Issaquah Highlands should give priority consideration to bikes, pedestrian and intra and regional transit. Residential neighborhood streets will feature just adequate travel ways and on-street parking, street trees in parkways will separate travel ways from sidewalks.

Objective (B): The circulation system should be recognized as a principle venue for experiencing Issaquah Highlands. Daily travel routines should bring people in contact with and offer vistas of those civic, community and natural features that define Issaquah Highlands's unique and memorable character.

Neighborhood Streets

Goal: Collector arterials should be safe, attractive, and appropriately designed and accessed to handle the expected traffic loads.

Objective (A): Collector roads at Issaquah Highlands should provide a high-quality cadence of distinct experiences. Roads have a "personality" and, because of the time we spend on them, do much to form our impression of their adjacent surroundings. They may be densely overhung paths through the forest, focal axes, main street activity centers, and pleasantly landscaped venues for commercial uses that necessarily must maintain auto convenience. They often change "personality" as they route through different areas.

Objective (B): Issaquah Highlands collector roads' design speeds, pedestrian proximities, frequency of curb cuts, and curbside parking will vary according to the distinct areas they serve while maintaining adequate capacity and safety.

Appendix S: Urban Design Guidelines, Excerpts

The following is a summary of the general guidelines related to this project as well as features which are encouraged. In general, Traditional Townscape is a more formal neighborhood type and places its buildings close to the street. The following summarizes the neighborhood character features which are encouraged in a Traditional Townscape neighborhoods and plazas.

Circulation should be safe and comprehensible. Streets should provide safe, attractive, and interconnected designs where the composition of street, landscaping, and sidewalks or paths define a common space for walking, meeting, playing, or socializing. Individual streets should be as narrow as practicable and encourage low travel speeds while maintaining adequate travel ways and emergency and service vehicle access. The circulation system should bring people into contact with vistas that define Issaquah Highlands' unique and memorable character with straight streets align with neighborhood focal points and avoiding inappropriate termination points. The character of the street should complement abutting uses. Dead-end streets should be reserved for special situations.

An interconnected pedestrian system of sidewalks, trails, and paths should provide for continuous routes through and between neighborhoods, with the primary pedestrian circulation system coinciding with the street system since sidewalks are a required element of all streets. Where the street system does not provide a continuous pedestrian route, trails may provide the pedestrian connection. The pedestrian experience should be enhanced through the use of landscape elements such as street trees, planting strips and/or tree grates, and private landscaping along building facades. Driveways and curb cuts that interrupt the street wall should be kept to a minimum.

Traditional Townscape neighborhoods are reminiscent of town centers with buildings set quite close to the street and minimal if any front setbacks. Driveways and curb cuts that interrupt the streetwall should be kept to a minimum. Focal points are a common element of streets. The pedestrian circulation system consists primarily of a grid of interconnected sidewalks along the street grid; the street sidewalk system may be broken occasionally by a cross-connecting walkway. Blank walls are minimized. The major landscaping elements should provide year-round greenery and an element of formality, including plantings with precise forms and fine texture. Clearly identifiable main building entries are encouraged. Treatments are used to minimize blank walls and reduce bulk and massing.

City of Issaquah Comprehensive Plan Excerpts

Land Use

GOAL: Establish a pattern of development that maintains and enhances the quality of life within the community by:

- 1. Protecting Issaquah's natural environment and scenic beauty;
- 2. Creating a diversity of high quality places to live, work, shop and recreate;
- 3. Providing for active public participation;
- 4. Requiring provision of the City's level of service for public services and public facilities and concurrent transportation facilities as a requirement of development approval within the City's Urban Growth Area;
- 5. Requiring multi-modal transportation as a key to a successful land use pattern which emphasizes pedestrian orientation, supports transit service, reduces the consumption of land and concentrates development;
- 6. Annexing areas within the City's Urban Growth Area to ensure compatibility with City standards and development regulations while providing for provision of the City's level of service for public services, public facilities and concurrent transportation facilities.

OBJECTIVE L-1: Natural Environment and Amenities: Land uses within the City shall maintain and enhance the natural environment and amenities of the City and surrounding area.

OBJECTIVE L-3: Neighborhoods: The City's residential areas shall reflect a variety of neighborhood types, lifestyles and community amenities.

OBJECTIVE L-4: Activity Areas: Encourage a mix of commercial, cultural, civic and residential uses that reinforce the community vitality of the commercial, office and service areas which make up the City's Activity Area.

OBJECTIVE L-5: Regional Coordination and Annexation: Use the Countywide Planning Policies as a basis for regional coordination and land use decisions. Pursue the annexation of the City's Potential Annexation Areas to accommodate the City's projected growth, apply the City's development and environmental regulations, and provide efficient services to the Issaquah community.

OBJECTIVE L-6: Adoption and Amendments of Land Use Designation Map and Comprehensive Plan: The City shall identify a variety of land uses and zoning districts which provide a balanced community in which to live, work, shop and recreate.

Housing

GOAL: Encourage the availability of housing for all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

OBJECTIVE H-1: Housing and Neighborhood Character: Promote a variety of housing types and densities throughout the City that promotes different existing and future neighborhood types such as traditional, suburban, and mixed-use neighborhoods.

OBJECTIVE H-3: Special Needs Housing: Promote housing opportunities for residents with special housing needs such as senior housing, group homes and foster care facilities.

OBJECTIVE H-5: Housing Safety and Compatibility: Promote environmental protection and housing safety by locating housing away from environmentally sensitive areas and other incompatible land uses and activities.

OBJECTIVE H-7: Regional Resources: Explore all possible means for cooperating at a regional level to address the City's housing needs, be it planning or leveraging regional and national housing resources.

Transportation

GOAL: To provide a variety of motorized and pedestrian transportation systems that facilitate the safe and efficient access and mobility of traffic and people.

Parks and Recreation

GOAL: FOSTER AND SUPPORT THE STEWARDSHIP OF HUMAN AND NATURAL RESOURCES THROUGHOUT OUR COMMUNITY, IN THE FORM OF PARKS, OPEN SPACE AND RECREATION, TO SERVE THE VARIETY OF NEEDS FOR THE RESIDENTS OF ISSAQUAH AND THE SURROUNDING AREA.

OBJECTIVE P-2: Visual Environment: Preserve and enhance the beauty of Issaquah through Issaquah's park system.

OBJECTIVE P-3: Future Generations: Ensure Issaquah's park system has a strong orientation towards providing for future generations.

OBJECTIVE P-4: Accessibility: Make Issaquah's park system easily accessible by as many user groups as possible.

OBJECTIVE P-5: Service and Management: Ensure Issaquah's park facilities are safe and well managed.

OBJECTIVE P-7: Partnerships: Pursue partnerships with schools, businesses, developers, user groups and neighborhood groups in order to provide and manage parks, open space and recreation facilities, services, maintenance and security.

OBJECTIVE P-8: Regional Coordination: Participate in coordination and cooperation on a regional basis to provide effective and efficient parks, open space and recreation services and facilities for the greater Issaquah area.

Utility and Public Services

GOAL: 1. Facilitate the development of all utilities and public services at the appropriate levels of service to accommodate Issaquah's planned growth.

OBJECTIVE U1: Service Provision. Ensure that utility services are available to support development that is consistent with the Land Use Plan.

OBJECTIVE U2: Water. Provide for the City's long term water needs by: protecting the aquifer, providing reliable levels of service, including water for domestic use and fire protection, and ensuring future water supplies by pursuing additional sources, as well as conservation and reuse measures.

OBJECTIVE U3: Sewer. Provide and maintain a sanitary sewer collection system that protects public health and safety and water quality through implementation of the policies within the Comprehensive Sewer Plan Update (10/92 and subsequent updates).

OBJECTIVE U4: Storm Water. Manage the quantity and quality of storm water runoff to protect public health and safety, surface and groundwater quality, and natural drainage systems through implementation of the Comprehensive Floodplain and Drainage Management Plan (1/93 and subsequent updates) policies.

OBJECTIVE U5: Police and Fire Protection. Provide for the City's current and future police and fire protection and emergency medical service needs by evaluating the effect that growth and land use decisions will have on these services and ensuring that adequate provisions are made to accommodate the demands of new development.

OBJECTIVE U7: Solid Waste Management. Manage the collection and disposal of solid waste, inclusive of garbage, recyclable materials and yard debris, in order to protect public health and safety, provide efficient and reliable levels of service and preserve environmental quality through pollution prevention and resource conservation. Encourage solid waste reduction, reuse and recycling throughout the City and with new construction and development.

Economic Vitality

GOAL: Enhance Issaquah's quality of life through balanced economic vitality strategy.

OBJECTIVE EV-3: Concurrency. Plan new develop-ment such that adequate public facilities are available to serve new development without decreasing existing community services.

Valerie Porter

From: Kelly Bleiweis <kbleiweis@outlook.com>
Sent: Saturday, March 10, 2018 4:49 PM

To: Valerie Porter

Subject: Project File SDP17-00002 (WestRidge)

Hello,

I am a resident of West Highlands Park. I am (mostly) excited to see the empty fields growing into a vibrant community near our current neighborhood. I welcome the new residents and retail opportunities.

One area of concern that is not address by the current proposed t]plans is that <u>Discovery Drive is a small two</u> <u>lane road for most of its length</u>. This tiny access road will be used by West Highlands Park, WestRidge, the new retail and office buildings (including a self-storage facility which will draw moving trucks and vans), possible a future elementary school and is the only entrance for the hospital, including ambulances. This road is also used by King County Metro Bus #200 and several current public school bus routes.

If this road is not expanded NOW, before buildings are erected, it will never get done.

Imagine being in the back of an ambulance, stuck in traffic while someone looks for parking so they can run into a store. Or a kid trying to cross the road to catch their school bus having to deal with all those commuters in the morning.

Furthermore, if this road is not expanded I can foresee drivers cutting through tiny West Highlands Park from Ellis Drive to enter Discovery from the west end. This is not safe, as WHP has very tiny roads and 5th Pl NE (the fastest potential cut-through) doesn't even have a sidewalk to protect pedestrians!

Please address this issue promptly, while you still are able!

Sincerely,

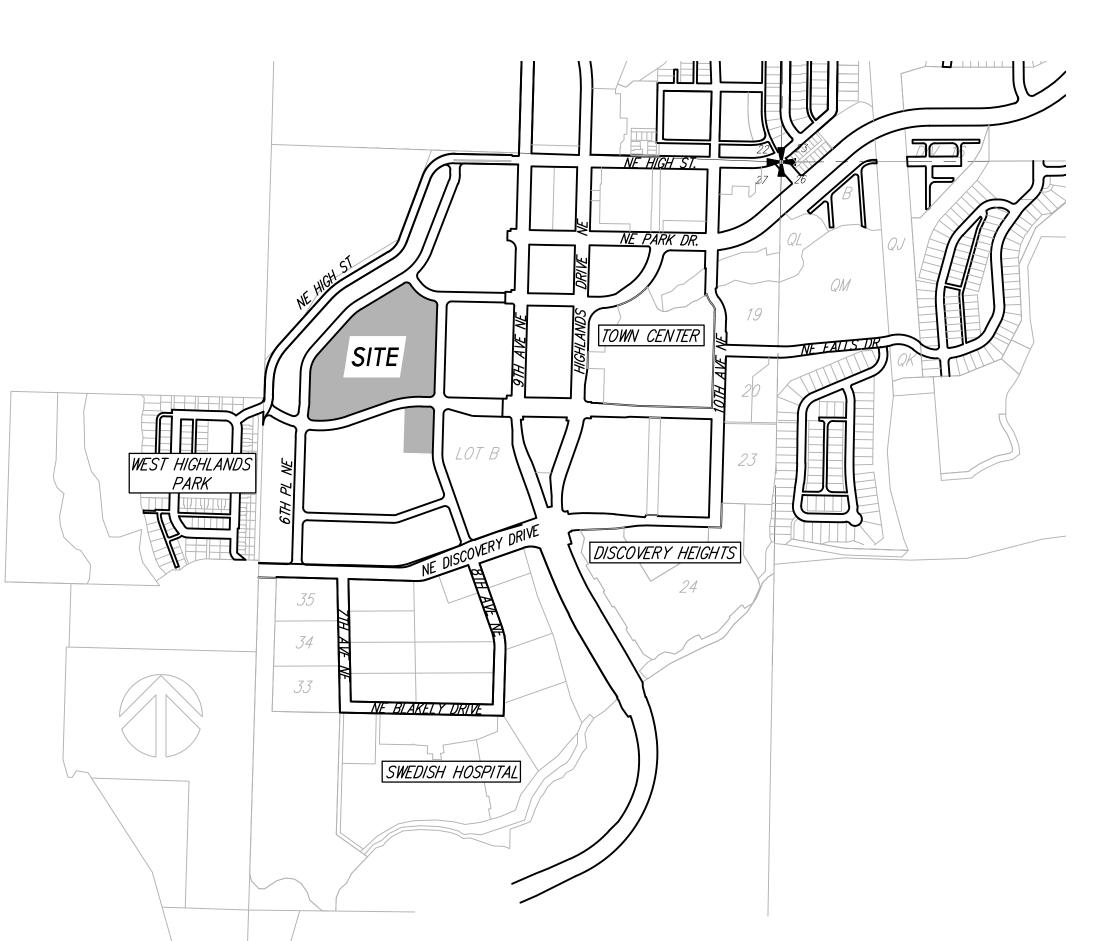
Kelly Bleiweis 955 5th Place NE Issaquah, WA 98029



PRELIMINARY SITE PLAN

WESTRIDGE TOWNHOMES 2

POLYGON WLH, L.L.C.



SITE INFORMATION

DEVELOPER/OWNER

POLYGON WLH, LLC 11624 SE 5TH STREET BELLEVUE, WASHINGTON 98005 (425) 586-7700 CONTACT: RICHARD RAWLINGS

ENGINEER/ SURVEYOR/PLANNER

CORE DESIGN, INC. 14711 N.E. 29TH PL. SUITE 101 BELLEVUE, WA 98007 (425) 885-7877 CONTACT: GARY R. SHARNBROICH, P.E. GLENN R. SPRAGUE, P.L.S.

RESIDENTIAL (5-80 DWELLING UNITS/ACRE)

NORTH FORK ISSAQUAH CREEK

7.26± ACRES

URBAN VILLAGE

15.43 DU/AC

RESIDENTIAL

COMCAST

26,824 GPD 48,281 GPD

1.023 CFS

1.110 CFS

CITY OF ISSAQUAH

CITY OF ISSAQUAH

CITY OF ISSAQUAH

QWEST COMMUNICATIONS

ISSAQUAH SCHOOL DIST. 411

EASTSIDE FIRE AND RESCUE

4,470 GPH = 0.16 CFS

PUGET SOUND ENERGY

PUGET SOUND ENERGY

RESIDENTIAL, COMMERCIAL

2724069220 AND 2724069224

DRAINAGE BASIN ACREAGE

ZONING

TOTAL NUMBER OF PROPOSED UNITS

ALLOWED DENSITY PROPOSED DENSITY

LAND USE PERMITTED

LAND USE PROPOSED

ASSESSOR'S PARCEL NUMBER

UTILITY PURVEYORS WATER SANITARY SEWER STORM DRAINAGE **TELEPHONE** POWER CABLE TV

OTHER SERVICES SCHOOL DISTRICT FIRE PROTECTION

WATER DEMAND AVG. DAY MAX. DAY

SANITARY SEWER PEAK WET WEATHER FLOW

2YR PEAK STORMWATER FLOWS 100YR PEAK STORMWATER FLOWS LEGAL DESCRIPTION

BLOCK 2 AND TRACT B OF SHORT PLAT NO. SP16-00001, RECORDED JANUARY 24, 2017 UNDER RECORDING NO. 20170124900006, RECORDS OF KING COUNTY, WASHINGTON.

BASIS OF BEARINGS

N88°02'05"W ALONG THE NORTH LINE OF THE NE 1/4 SECTION 27, TOWNSHIP 24N, RANGE 6E PER THE FINAL PLAT OF ISSAQUAH HIGHLANDS WEST 45, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 235 OF PLATS, AT PAGES 15 THROUGH 22, RECORDING NO. 20060619000212, RECORDS OF KING COUNTY, WASHINGTON.

HORIZONTAL DATUM

(PER DAVID EVANS AND ASSOCIATES) NAD 83/91 BASED ON GPS SURVEY CONSTRAINED TO N.G.S. STATION "MERCIA" LOCATED IN BELLEVUE, WASHINGTON, AND THREE EXISTING DAVID EVANS AND ASSOCIATES CONTROL POINTS LOCATED ALONG INTERSTATE 90 IN ISSAQUAH, WASHINGTON.

VERTICAL DATUM

(PER DAVID EVANS AND ASSOCIATES) NAVD 88 BÁSED ON N.G.S. STATION "MERCIA" LOCATED IN BELLEVUE, WASHINGTON.

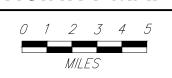
SHEET INDEX

TITLE SHEET EXISTING CONDITIONS OVERALL PLAN PRELIMINARY SITE PLAN PRELIMINARY GRADING PLAN

PRELIMINARY UTILITY PLAN



VICINITY MAP



APPROVAI	L CONDITIONS		
BY			
ום	DATE		
	YGON NORTWEST FOR		
REVIEW B	Y THE DSD		
BY	 DATE		
PLANNING	ENGINEERING		
PLAINING	ENGINEERING		
DSD Planner Date	DSD Engineer Date		
□ Reviewed & Determined to be not applicable	☐ Reviewed & Determined to be not applicable		
DSD LS Arch. Date	DSD Engineer Date		
□ Reviewed & Determined to be not applicable	□ Reviewed & Determined to be not applicable		
DSD Program Man	ager Date		
Public Works Engr	Director Date		

PUB ##-####

PROJECT NUMBER 13128TN

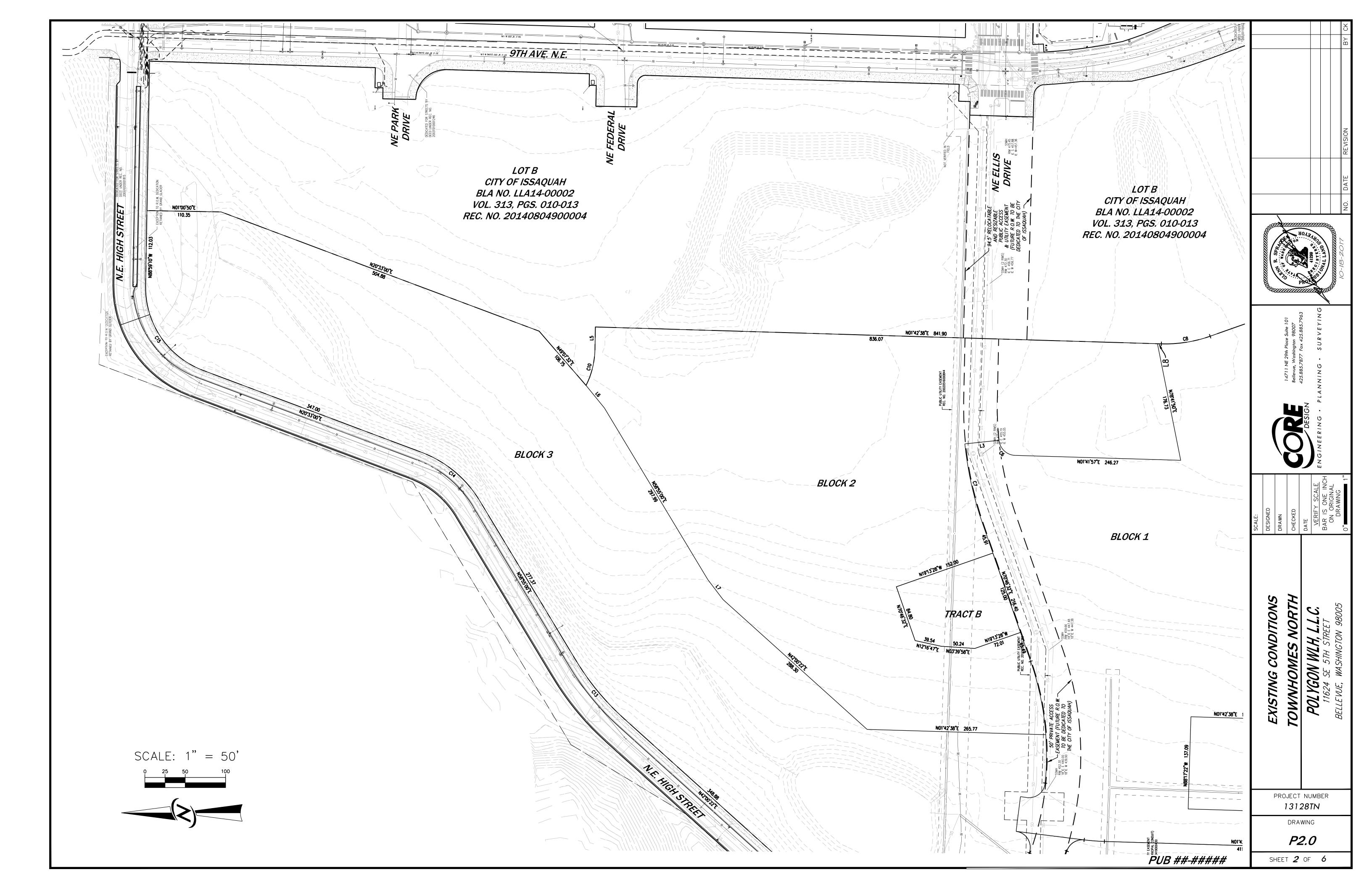
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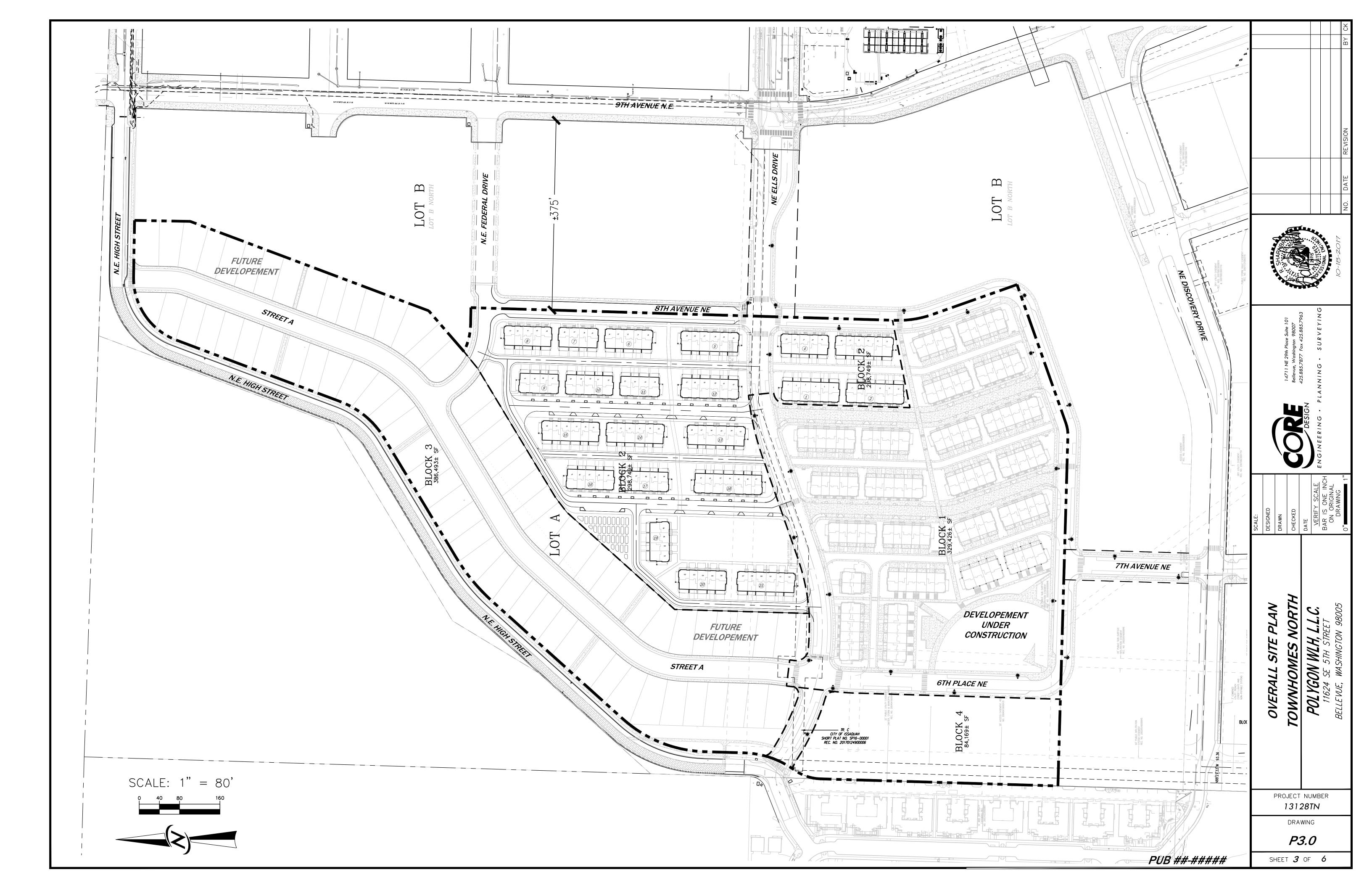
SHEET 1 OF 6

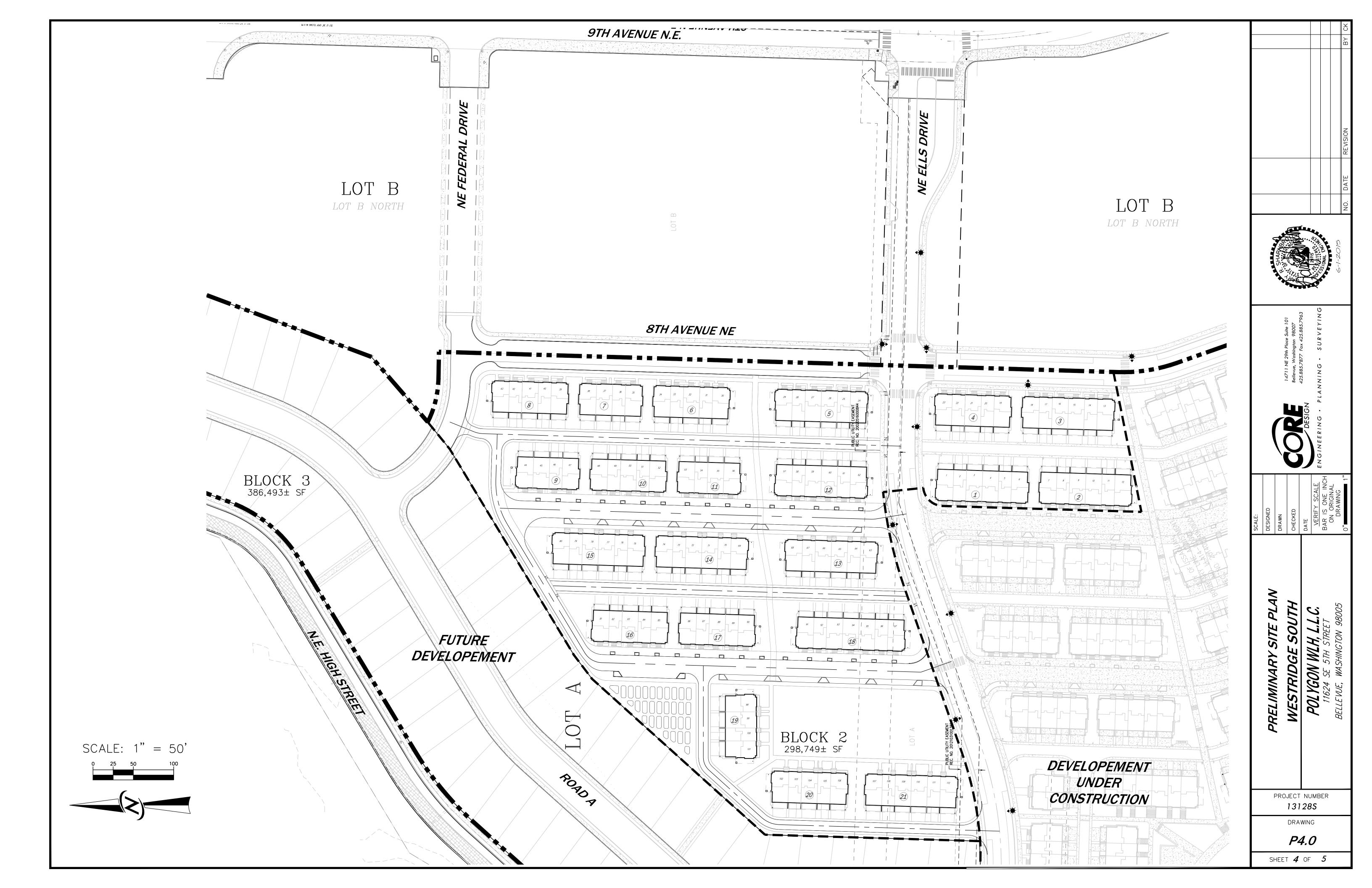
KEY MAP

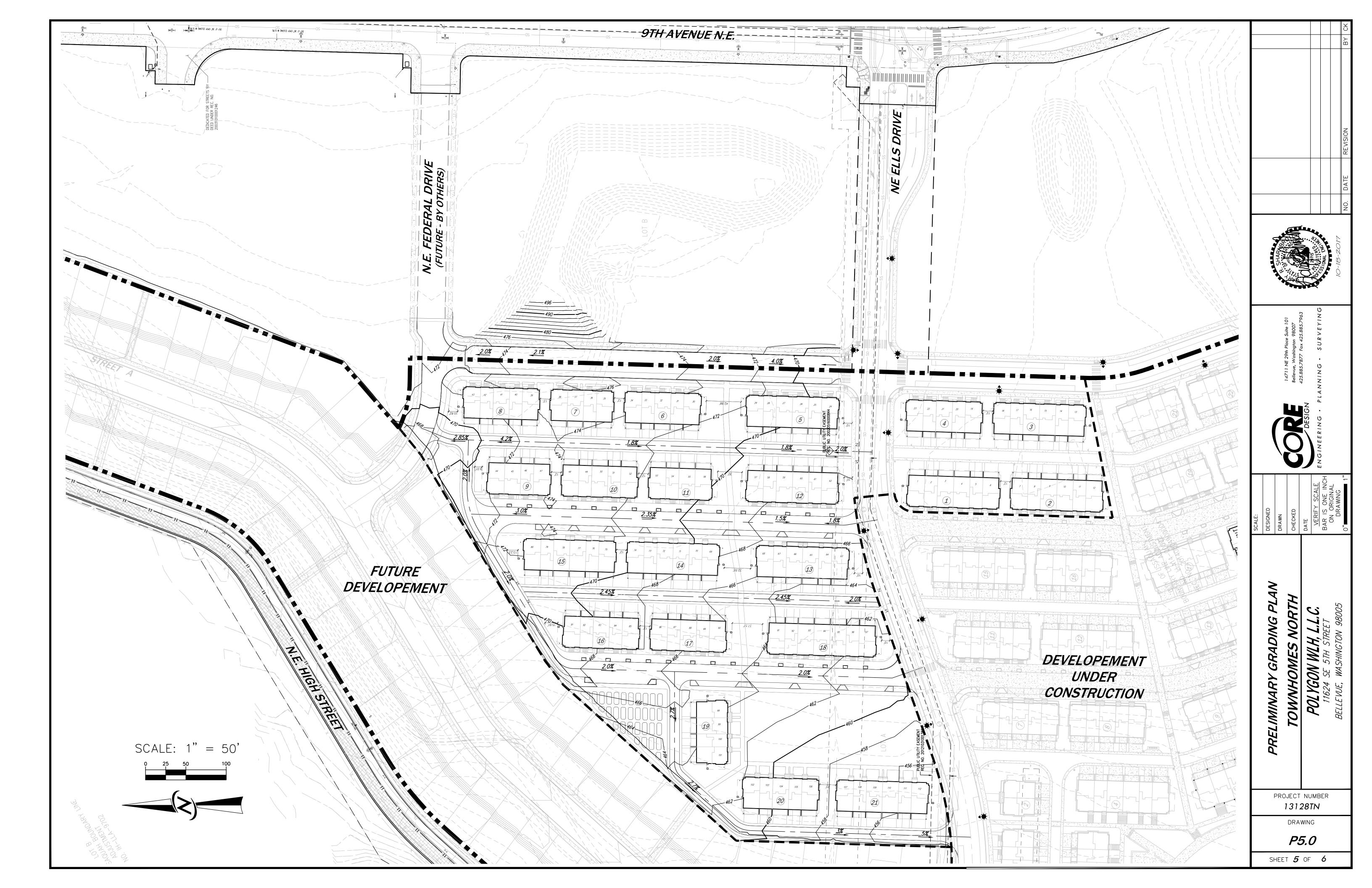
SCALE: 1" = 500'

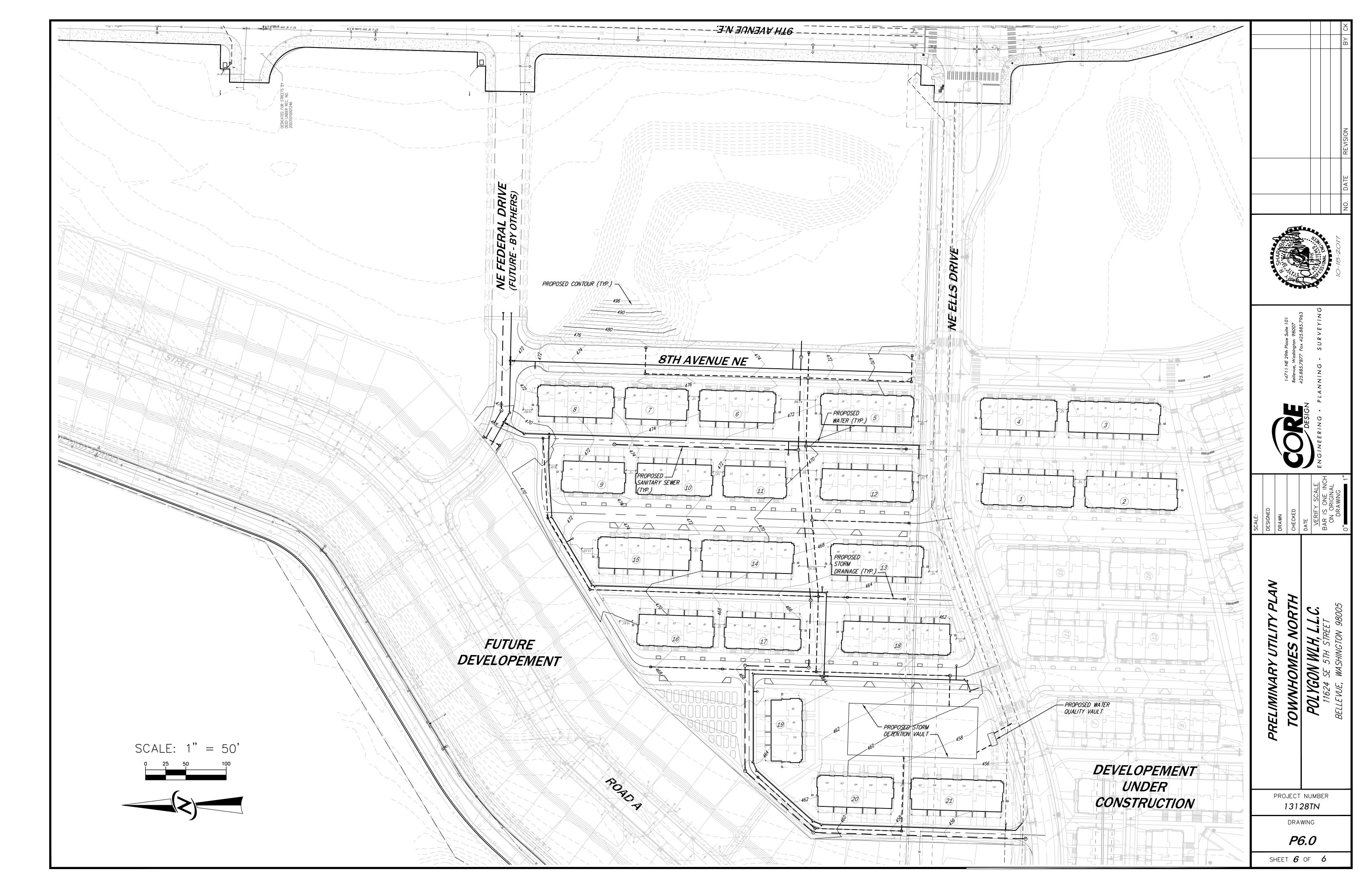
PERMIT # PP___-SDP SUBMITTAL TO DSD OCTOBER 10, 2017

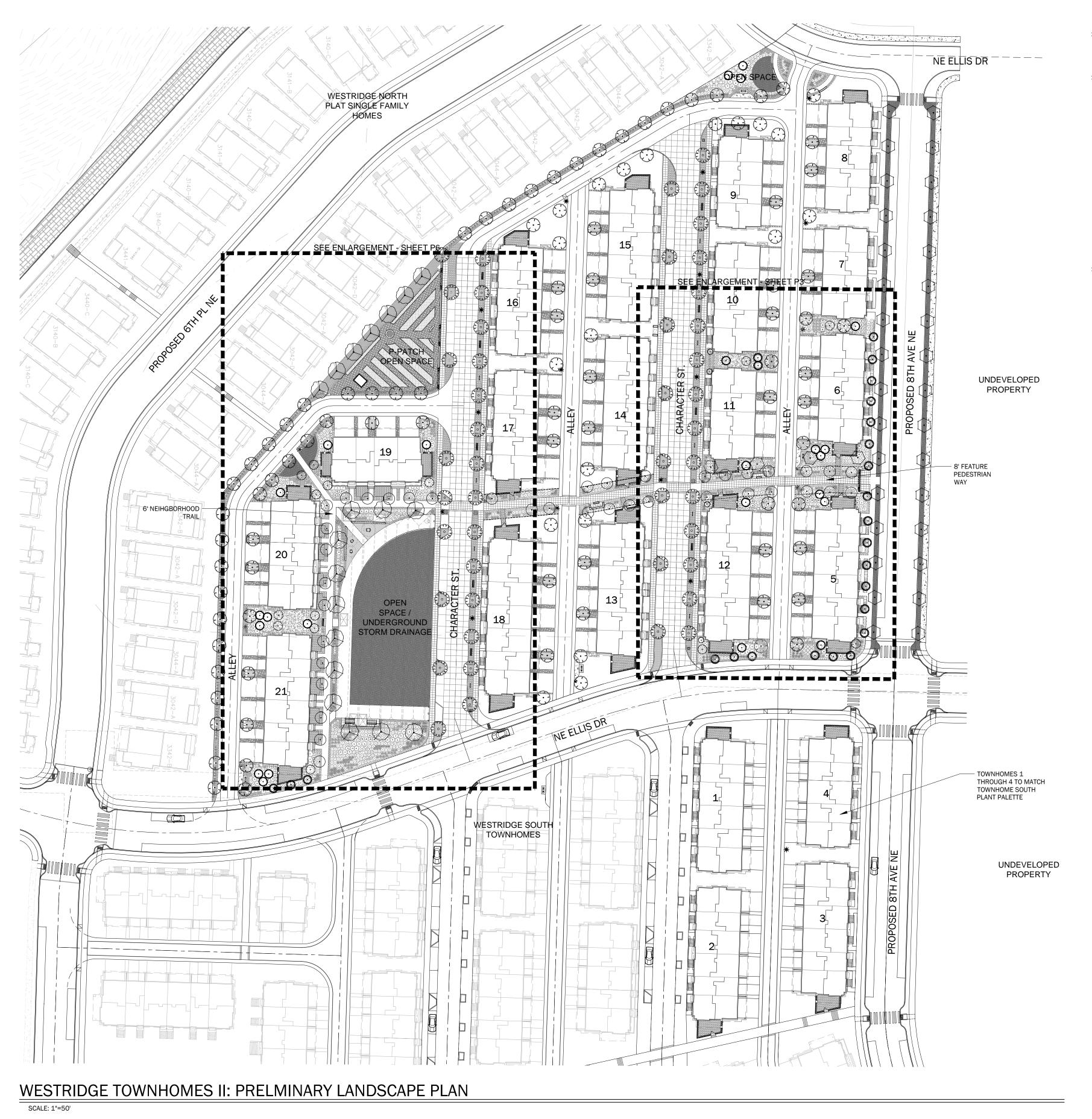












NEIGHBORHOOD TYPE - TRADITIONAL TOWNSCAPE

DESIGN CONCEPT

THE WESTRIDGE TOWNHOMES SITE CONCEPT FOCUSES ON A CENTRAL EAST/WEST PEDESTRIAN CORRIDOR THAT FUNCTIONS AS THE SPINE (AXIS) OF THE SITE AS IT FLOWS THROUGH THE DEVELOPMENT UNTIL IT REACHES THE MAIN OPENS SPACE TO THE WEST. MULTIPLE NORTH/SOUTH CORRIDORS WITH VARIOUS CHARACTER BRANCH OFF OF THIS SPINE, WHICH ALLOWS FOR TOWNHOMES TO BE ORIENTED IN A EAST/WEST FASHION IN ORDER TO TAKE ADVANTAGE OF THE TERRITORIAL VIEWS TO THE WEST.

THE LANDSCAPE PLAN IS DESIGNED TO STRENGTHEN THE SITE'S CONCEPT BY PROVIDING VARIOUS PLANT PALETTE TYPES AND FURNISHINGS THAT WILL CREATE HIERARCHY, DEFINE UNIQUE CORRIDOR CHARACTERISTICS WHILE SHARING COMMON ELEMENTS TO CREATE A COHESIVE LANDSCAPE THROUGHOUT THE SITE.

PLANTINGS PROPOSED FOR UNITS 5, 6, 11, 12, 19, 20 & 21 REPRESENT TYPICAL LANDSCAPING FOR THE REMAINDER OF THE UNITS, WITH VARYING PLANT PALETTES TO PROVIDE DIVERSITY & WAYFINDING (SEE P3 FOR ADDITIONAL NOTES).

LEGEND

■ 6' BENCH

BIKE RACK (2 BIKE PARKING RACK)

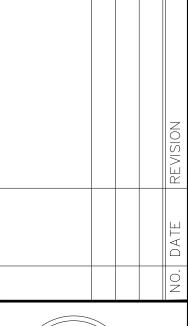
WAY-FINDING SIGN

SITE LIGHTING

PEDESTRIAN LIGHTING

PLANTER

CONCRETE SEATWALL





CERTIFICATE NO. 938



DESIGNED JPB

DRAWN CWC

CHECKED JPB

DATE FEB. 2018

VERIFY SCALE

BAR IS ONE INCH
ON ORIGINAL

DRAWING

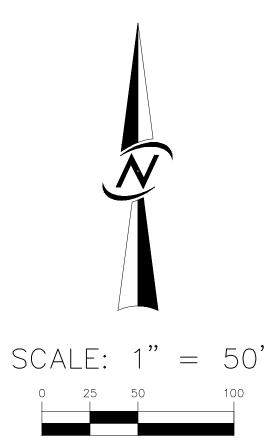
LANDSCAPE PLAN
TOWNHOMES II
NWH, L.L.C.

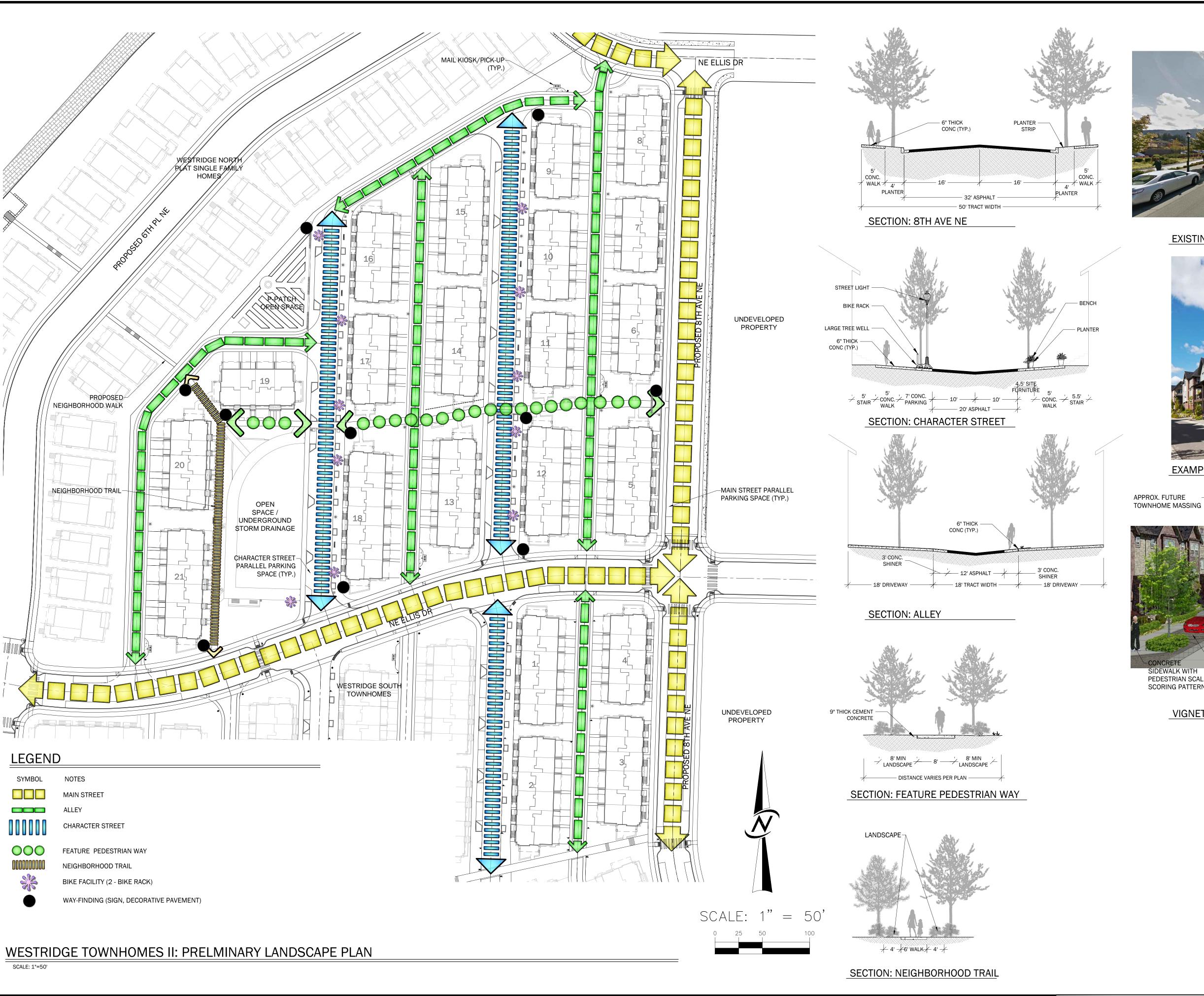
RELIMINARY LAN WESTRIDGE TO POLYGON WL

PROJECT NUMBER

P1

sheet **1** of **6**

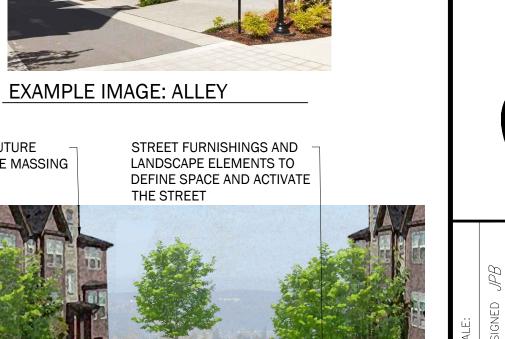






EXISTING STREET - 9TH AVE NE





SIDEWALK WITH PEDESTRIAN SCALE \vdash INTEGRATED PLANTED TREE \vdash SCORING PATTERN **PARKING** WELLS

VIGNETTE - CHARACTER STREET



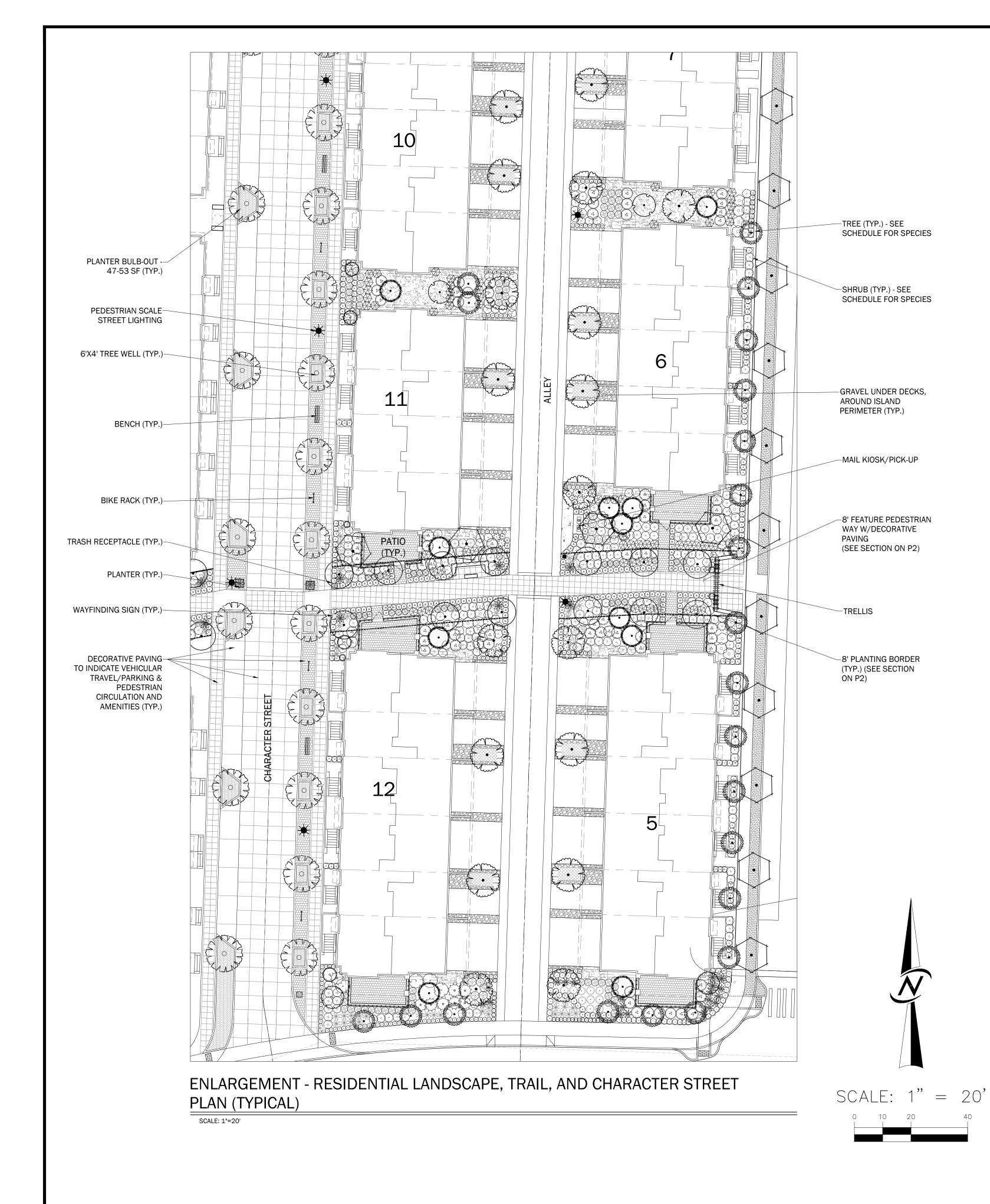
TOWNHOMES II

POLYGON WLH,

PROJECT NUMBER 13128T2

DRAWING

SHEET 2 OF 6



LANDSCAPE NOTES (TYPICAL)

- 1. THE RESIDENTIAL LANDSCAPE TYPICAL REPRESENTS A TYPICAL PLANTING LAYOUT FOR EACH OF THE BUILDING TYPES PROPOSED (BUILDING TYPE I REPRESENTS BUILDINGS 1-3, 7-10, 15-18, 21-22 AND BUILDING TYPE II REPRESENTS BUILDINGS 4-6, 11-14, 19-20). PLANT SYMBOLS REPRESENT A GENERAL PLANT TYPE, WITH A DESIGNATED PLANT PALETTE WILL BE APPLIED TO EACH OF THE UNITS IN ORDER TO INSURE VARIETY AND CONTINUITY THROUGHOUT THE SITE (PLANT PALETTE DESIGNATION T.B.D. AND SPECIES WILL BE SELECTED FROM THE GENERAL PLANT SCHEDULE PROVIDED ON SHEET P4).
- 2. PEDESTRÍAN CORRIDOR LANDSCAPING: A SINGLE, MINIMAL PALETTE WILL BE USED TO BORDER ALL FEATURE PEDESTRIAN WAYS AND PEDESTRIAN TRAILS (AS PER PLAN) TO PROVIDE A COHESIVE NETWORK.
- 3. STREETSCAPE LANDSCAPING: A SEPARATE PLANT PALETTE WILL BE DESIGNATED FOR EACH OF THE STREET TYPES (MAIN, CHARACTER AND ALLEY).

IMAGES: RESIDENTIAL LANDSCAPING







IMAGES: CHARACTER STREET











IMAGES: FEATURE PEDESTRIAN WAY









PROJECT NUMBER 13128T2

SHEET 3 OF 6

PLANTING SCHEDULE*									
TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE					
• >	6	ACER GRISEUM	PAPERBARK MAPLE	1.5" CAL. MIN.					
•	6	ACER PALMATUM `BLOODGOOD`	BLOODGOOD JAPANESE MAPLE	1.5" CAL. MIN.					
	50	ACER SACCHARUM `GREEN MOUNTAIN` TM	GREEN MOUNTAIN SUGAR MAPLE	12` HT. MIN.					
+	3	ACER TRUNCATUM `NORWEGIAN SUNSET`	MAPLE	1.5" CAL. MIN.					
	12	BETULA PAPYRIFERA `RENAISSANCE REFLECTION`	RENAISSANCE REFLECTION PAPER BIRCH	1.5" CAL. MIN.					
•	110	CERCIDIPHYLLUM JAPONICUM `ROTFUCHS`	ROTFUCHS KATSURA TREE	1.5" CAL. MIN.					
•	74	FAGUS SYLVATICA `DAWYCK PURPLE`	EUROPEAN BEECH	10` HT. MIN.					
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	46	HEPTACODIUM MICONIOIDES	SEVEN SONS FLOWER	1.5" CAL. MIN.					
30000	9	MAGNOLIA X `BUTTERFLIES`	MAGNOLIA	6` HT. MIN.					
	68	MALUS X `JARMIN`	MARILEE CRABAPPLE	1.5" CAL. MIN.					
+	24	PARROTIA PERSICA `JL COLUMNAR`	PERSIAN SPIRE PARROTIA	6` HT. MIN.					
	70	PRUNUS SERRULATA `AMANOGAWA`	JAPANESE FLOWERING CHERRY	6` HT. MIN.					
• •	7	PRUNUS X YEDOENSIS `AKEBONO`	FLOWERING CHERRY	1.5" CAL. MIN.					
	52	PYRUS CALLERYANA `CHANTICLEER`	CHANTICLEER PEAR	1.5" CAL. MIN.					
	12	ULMUS CARPINIFOLIA X PARVIFOLIA `FRONTIER`	FRONTIER ELM	1.5" CAL. MIN.					
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE					
	18	ARBUTUS UNEDO `COMPACTA`	DWARF STRAWBERRY TREE	5 GAL					
(+)	182	BERBERIS THUNBERGII `CRIMSON PYGMY`	CRIMSON PYGMY BARBERRY	2 GAL					
	98	BERBERIS THUNBERGII `GOLDEN RING`	BARBERRY	2 GAL					
	531	BUXUS MICROPHYLLA `GOLDEN TRIUMPH`	GOLDEN TRIUMPH BOXWOOD	2 GAL					
	161	BUXUS SEMPERVIRENS `SUFFRUTICOSA`	TRUE DWARF BOXWOOD	2 GAL					
*	405	CALAMAGROSTIS X ACUTIFLORA `KARL FOERSTER`	FEATHER REED GRASS	5 GAL					
	50	CAMELLIA SASANQUA `MINE NO YUKI`	WHITE CAMELLIA	5 GAL					
	154	CAREX ALBULA	FROSTY CURLS SEDGE	2 GAL					
*	59	CORNUS STOLONIFERA `CARDINAL`	CARDINAL REDTWIG DOGWOOD	5 GAL					
	83	DAPHNE X BURKWOODII `CAROL MACKIE`	CAROL MACKIE DAPHNE	5 GAL					
\odot	1,046	EUONYMUS FORTUNEI `EMERALD `N GOLD` TM	WINTERCREEPER	2 GAL					
£3	96	HELICTOTRICHON SEMPERVIRENS `BLUE OATS`	BLUE OAT GRASS	5 GAL					
••	611	ILEX CRENATA `HELLERII`	HELLER JAPANESE HOLLY	2 GAL					
	84	LAVANDULA ANGUSTIFOLIA `HIDCOTE`	HIDCOTE LAVENDER	2 GAL					
+	108	LONICERA NITIDA	BOX LEAF HONEYSUCKLE	5 GAL					
+ }	100	MAHONIA AQUIFOLIUM	OREGON GRAPE	5 GAL					
	243	NANDINA DOMESTICA `GULF STREAM` TM	HEAVENLY BAMBOO	5 GAL					
£ € • • • • • • • • • • • • • • • • • •	76	OSMANTHUS HETEROPHYLLUS `GOSHIKI`	GOSHIKI HOLLY OLIVE	5 GAL					
	117	PHORMIUM TENAX `ATROPURPUREUM`	PURPLE NEW ZEALAND FLAX	5 GAL					
<u>~</u>									

2017 GENERAL LANDSCAPE NOTES

PIERIS JAPONICA `CAVATINE`

RHODODENDRON X PJM

SARCOCOCCA RUSCIFOLIA

TAXUS BACCATA `FASTIGIATA`

TAXUS X MEDIA `DENSIFORMIS`

SENECIO GREYI

VIBURNUM DAVIDII

BOTANICAL NAME

6,500 SF COTONEASTER DAMMERI `LOWFAST`

SEASONAL COLOR VARIES

1,927 SF VINCA MINOR `BOWLES`

985

335

143

381

128

14

826

QTY

30,758 SF LAWN

5,888 SF MULCH

GROUND COVERS

PRUNUS LAUROCERASUS `OTTO LUYKEN'

PRUNUS LAUROCERASUS `SCHIPKAENSIS`

LILY OF THE VALLEY BUSH

LUYKENS LAUREL

SCHIPKA LAUREL

DAISY BUSH

DENSE YEW

DAVID VIBURNUM

COMMON NAME

HYDROSEED

SEASONAL COLOR

BOWLES` COMMON PERIWINKLE

PJM RHODODENDRON

FRAGRANT SARCOCOCCA

FASTIGIATA ENGLISH YEW

LOWFAST BEARBERRY COTONEASTER

2 GAL

2 GAL

5 GAL

5 GAL

5 GAL

5 GAL

5 GAL

5 GAL

SIZE

1 GAL

HYDROSEED

4" POT

4" POT

- 9.1. LANDSCAPING REVIEW IN RIGHT-OF-WAY (ROW) IS LIMITED TO UTILITY CONFLICTS AND TREES IN ACCORDANCE WITH THE MASTER STREET TREE PLAN OR OTHERWISE APPROVED BY DSD, COMPLIANCE WITH CONDITIONS IN THE LAND USE PERMIT, DEVELOPMENT AGREEMENT IF APPLICABLE, SITE DISTANCE VISIBILITY, AND CONSISTENCY WITH NEIGHBORHOOD TYPE IN DESIGN GUIDELINES (LANDSCAPING TO COMPLEMENT NEIGHBORHOOD). THE SAME APPLIES TO MINI PARKS, UNLESS PLAY EQUIPMENT IS INVOLVED WHICH WOULD BE REVIEWED FOR SAFETY.
- 9.2. INCLUDE ABOVE GROUND UTILITIES (I.E. LIGHT POLES, HYDRANTS, STREET SIGNAGE, ETC.) ON ALL PLAN SUBMITTALS. PLACE THE FOLLOWING NOTES ON ALL LANDSCAPE PLANS SUBMITTED FOR ISSAQUAH:
 - 9.2.1. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF WORK; AND TO PROTECT SAID UTILITIES FROM DAMAGE DURING PLANT INSTALLATION.
 - 9.2.2. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL NECESSARY PERMITS AND FEES AS REQUIRED BY APPLICABLE CODES AND ORDINANCES FOR THIS WORK.
 - 9.2.3. CONTRACTOR SHALL PROVIDE PROTECTION OF ALL PROPERTY, PERSONS, WORK IN PROGRESS, STRUCTURES, UTILITIES, WALKS, CURBS AND PAVED SURFACES DURING THE INSTALLATION OF LANDSCAPE AND IRRIGATION WORK.]
 - 9.2.4. CONTRACTOR SHALL KEEP ALL AREAS OF WORK CLEAN, NEAT AND ORDERLY AT ALL TIMES. ALL PAVED AREAS ARE TO BE CLEANED FOLLOWING PLANTING AND MAINTENANCE ACTIVITIES.
 - 9.2.5. CONFLICTS BETWEEN APPROVED PLANTING PLANS, LANDSCAPE PERFORMANCE STANDARDS AND EXISTING FIELD CONDITIONS SHALL BE IDENTIFIED TO THE RESPONSIBLE OFFICIAL PRIOR TO PLANTING.
- 9.2.6. PROPOSALS FOR PLANT SUBSTITUTIONS, LOCATION ADJUSTMENTS, SOIL AMENDMENTS OR ANY VARIATIONS FROM THE APPROVED PLANS SHALL REQUIRE PRIOR APPROVAL BY THE RESPONSIBLE OFFICIAL.
- 9.2.7. SOILS LOCATED IN PLANTING AREAS THAT HAVE BEEN COMPACTED TO A DENSITY GREATER THAN THAT PENETRABLE WITH A HAND SHOVEL (APPROX. 85%), SHALL BE LOOSENED TO INCREASE AERATION FOR A MINIMUM DEPTH OF 18 INCHES FOR THE ENTIRE AREA OF THE COMPACTED SOILS UTILIZED FOR LANDSCAPE PURPOSES. IMPORTED TOPSOIL SHALL BE INCORPORATED INTO LOOSENED SUB GRADE TO A MINIMUM DEPTH OF 12".
- 9.2.8. VERIFICATION OF THE NEED FOR ADDITIONAL SOIL AMENDMENTS WILL BE MADE AT THAT TIME. RECOMMENDED AMENDMENTS SHALL BE APPLIED PRIOR TO PLANTING.
- 9.2.9. USE OF FERTILIZER, ORGANIC OR SYNTHETIC SLOW-RELEASE TYPE, AND PESTICIDES OF ANY KIND SHALL ONLY BE PERMITTED BY THE RESPONSIBLE OFFICIAL. PERMITTED APPLICATIONS OF PESTICIDES SHALL BE APPLIED BY LICENSED APPLICATORS ONLY. ALL USE OF FERTILIZERS, PESTICIDES, AND HERBICIDES SHALL COMPLY WITH BEST MANAGEMENT PRACTICES. APPLICATIONS OF ALL PESTICIDES, HERBICIDES, AND FERTILIZERS SHALL BE MADE IN A MANNER THAT WILL INHIBIT THEIR ENTRY INTO WATERWAYS, WETLANDS, AND STORM DRAINS.
- 9.2.10. ALL PLANT MATERIAL SHALL MEET CURRENT AMERICAN ASSOCIATION OF NURSERYMAN STANDARDS FOR NURSERY STOCK (ANSI 260.1) REQUIREMENTS. ALLOW 24 HOURS MINIMUM NOTIFICATION FOR INSPECTION REQUEST. PLANT MATERIAL THAT HAS BEEN APPROVED FOR INSTALLATION SHALL BE PLANTED WITHIN 24 HOURS. INSTALLATION SHALL NOT BE CONDUCTED UNDER ADVERSE WEATHER CONDITIONS WITHOUT PRIOR APPROVAL OF THE RESPONSIBLE OFFICIAL. PLANT MATERIAL THAT CANNOT BE PLANTED WITHIN ONE DAY FOLLOWING ARRIVAL SHALL BE HEELED-IN, KEPT MOIST AND PROTECTED AT ALL TIMES FROM EXTREME WEATHER CONDITIONS. PLANTS SHALL BE STORED AT THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- 9.2.11. TREE PITS SHALL BE A MINIMUM OF TWO TIMES (2X) THE DIAMETER OF THE TREE'S ROOT MASS. ADDITIONAL AERATION MAY BE REQUIRED AS DIRECTED BY THE RESPONSIBLE OFFICIAL. ADD WATER TUBES TO THE TREE PLANTINGS IN PAVED AREAS.
 9.2.12. STREET TREES SHALL BE SYMMETRICAL AND UNIFORM IN APPEARANCE, SIZE AND STRUCTURE.
- 9.2.13. STREET TREE AND SHRUB SETBACKS SHALL BE CONSISTENT WITH ADOPTED CITY OF ISSAQUAH STREET STANDARDS, AND MEET THE FOLLOWING GENERAL REQUIREMENTS UNLESS OTHERWISE DIRECTED BY THE RESPONSIBLE OFFICIAL:
- 9.2.14. TREES WILL NOT BE PLANTED IN LOCATIONS THAT COULD LEAD TO ROOTS DAMAGING SIDEWALKS OR CURBING.
 9.2.15. TREES WILL NOT BE PLANTED TO OBSTRUCT VEHICULAR LINES-OF-SIGHT AT TRAFFIC INTERSECTIONS AND DRIVEWAYS OR TO
- OBSTRUCT STREET LIGHTING, SIGNAGE OR TO RESULT IN A SAFETY CONCERN.
 9.2.16. TURF AREAS SHALL CONSIST OF A LOW WATER USE SEED MIX THAT IS WELL ADAPTED TO THE REGION. SPECIFIC SEED
- SELECTION SHALL BE CHOSEN BASED ON SOILS, MAINTENANCE EXPECTATIONS AND PROPOSED USE OF THE PLANTING AREA.
- 9.2.17. PLANT MATERIALS SHALL BE GUARANTEED FOR A PERIOD OF TWO YEARS. PLANT MATERIAL THAT HAS LOST MORE THAN 30 PERCENT OF ITS NORMAL FOLIAGE SHALL BE REPLACED AS DIRECTED BY THE RESPONSIBLE OFFICIAL.
- 9.2.18. ALL PLANTING AREAS TO RECEIVE 2" DEPTH APPROVED MULCH.
- 9.2.19. CONTACT THE MICHELLE WRIGHT FOR ASSISTANCE OR INFORMATION: DSD PERMIT CENTER (425) 837-3100.

IRRIGATION NOTES

1. AN AUTOMATED IRRIGATION SYSTEM WITH SUB-GRADE DRIP SYSTEM, TO BE INSTALLED IN PLANTING BEDS AND SPRAY HEADS IN LAWN AREAS. DESIGN WILL BE PROVIDED IN FUTURE SUBMITTALS.

TREE PROTECTION

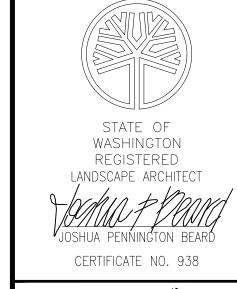
- 1. TREES IN CHARACTER STREET TO BE PLACED IN CURBED TREE WELLS.
- 2. TREES WILL BE PLACED A MINIMUM OF 2' FROM HARDSCAPES.
- 3. TREES NOT PLACED IN CURBED TREE WELLS WILL BE PROTECTED THROUGH VISUAL LANDSCAPE BUFFERS OR IN A CURBED PLANTING STRIP AT THE SAME LEVEL AS WALKWAYS.

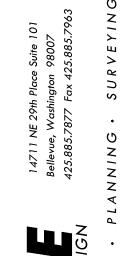
WATER CONSERVATION

1. LOW WATER BUDGET DRIP SYSTEM, OTHER THAN LARGE LAWN AREAS AT PARK.

POTABLE WATER IRRIGATION BUDGET CALCS.

PLAN SET OR AREA	Permanant (S.F.)	Temporary (S.F.)	Total Landscape Area (S.F.)	Irrigation Water Budget gallons/year	Estimated Water Use (EWU) in gallons/year
				IWB	EWU
LANDSCAPE	107,720	0	107,720	619,350	583,017
				Difference	36,333
				Difference between IWB and EWU (0 or Greater Than is Goo	







DRAWN CNC
CHECKED JPB

DATE FEB. 2018
VERIFY SCALE
BAR IS ONE IN

F & NOTES || COMES || C.

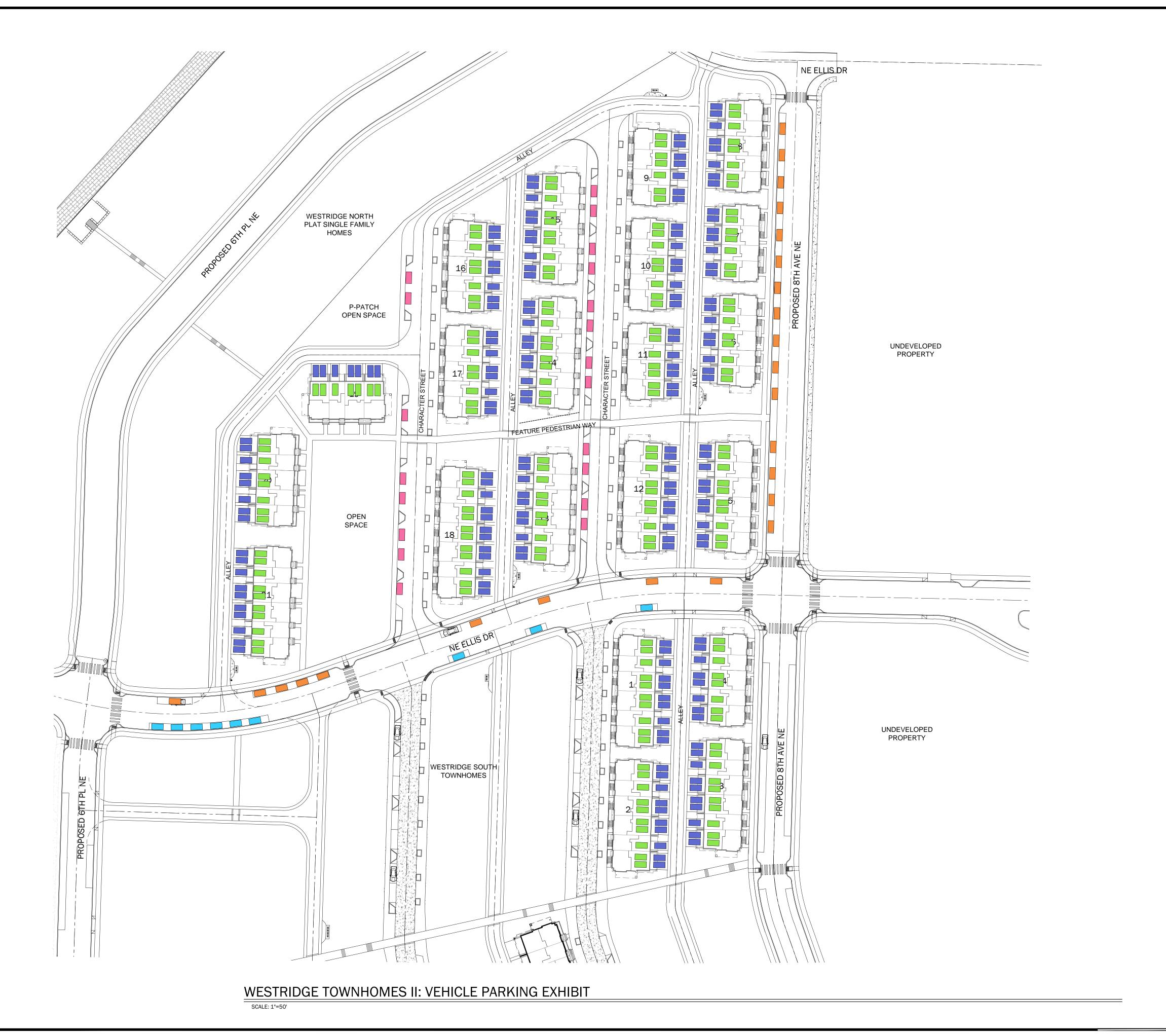
LYGON WIH, L.L.C.

WESTRIDGE 1 POLYGON I

PROJECT NUMBER
13128T2

P4

SHEET 4 OF 6



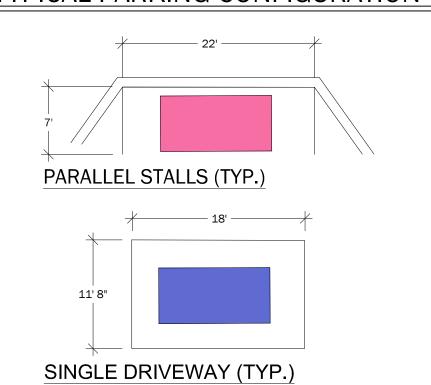


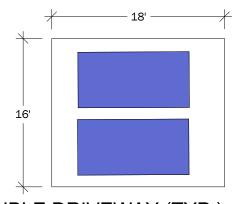
DRIVEWAY PARKING

CHARACTER STREET PARALLEL PARKING PROJECT ON-STREET PARALLEL PARKING

NON-PROJECT ON-STREET PARALLEL PARKING

TYPICAL PARKING CONFIGURATION





DOUBLE DRIVEWAY (TYP.)

PARKING PROVIDED

PROJECT ON-SITE PARKING	
GARAGE	1
DRIVEWAY	1
CHARACTER STREET PARALLEL	
PROJECT ON-STREET PARALLEL	:

NON-PROJECT OFF-SITE PARKING

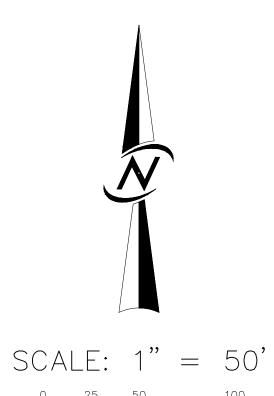
NON-PROJECT ON-STREET PARALLEL

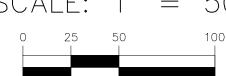
TOTAL STALLS

NOTES

1. DRIVEWAYS W/ 18' MIN. DEPTH ARE CONSIDERED PARKING SPACES

2. LANDSCAPE WILL BE RESIDENTIAL IN STYLE, DESIGN, SCREENED PARKING, AND SOFTENED HARDSCAPES.





13128T2

DRAWING *P5*

SHEET 5 of 6

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT CERTIFICATE NO. 938

TOWNHOMES II

PROJECT NUMBER

PLAY LAWN



SITE FURNISHINGS



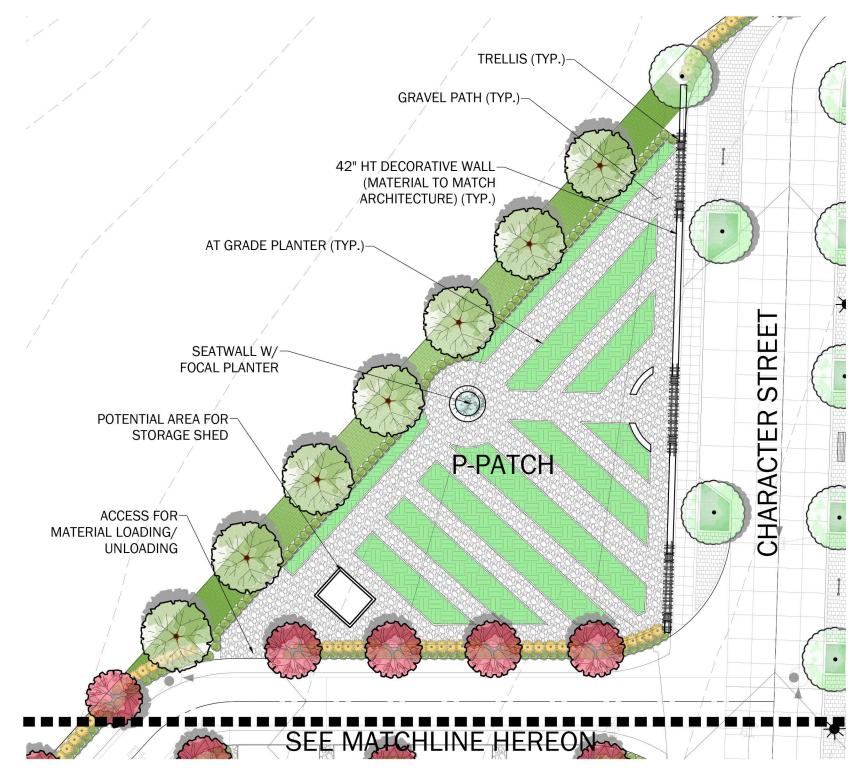




CLIMBING SCULPTURE







P-PATCH





LIGHTING





SCALE: 1" = 20'

PROJECT NUMBER
13128T2

P6
SHEET 6 OF 6

WESTRIDGE TOWNHOMES II: OPEN SPACE EXHIBIT & CONCEPTUAL IMAGES

RESOLUTION NO. 2017-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON, APPROVING A DEVELOPMENT AGREEMENT WITH POLYGON NORTHWEST FOR THE PROVISION OF AFFORDABLE HOUSING.

WHEREAS, Issaquah Highlands Investment Fund, LLC ("Polygon Northwest") has requested a 9th Major Amendment of the Issaquah Highlands development agreement (AB 7215) to include up to 100 Transferred Development Rights onto property they own in Issaquah Highlands (Westridge neighborhood); and

WHEREAS, Polygon Northwest has requested a First (1st) Major Amendment of the WSDOT (Park Pointe TDR) Development Agreement (AB 7417) to relocate the affordable housing benefit from WSDOT to property owned by Polygon Northwest in Issaquah Highlands within the Westridge neighborhood (Attachment 2); and

WHEREAS, the parties believe the Polygon Northwest property located in Issaquah Highlands to be a superior location for affordable housing than the City-owned Parcel D (Attachment 1); and

WHEREAS, the Amendments identified above are being reviewed concurrently with this Agreement; and

WHEREAS, the City Administration recommends approval of the development agreement; and

WHEREAS, the City Council's Land & Shore Committee reviewed the request and recommends approval of the development agreement with Polygon Northwest; and,

WHEREAS, the City Council held a public hearing on the proposed development agreement on May 15, 2017 and June 19, 2017 and, after considering all public testimony received and the recommendations of the City Administration, decided to approve the development agreement and authorize the Mayor to execute it; and

WHEREAS, at the June 17, 2017 Council meeting the City Council amended the affordable housing proposal to include 10 additional affordable housing units at 60% AMI for a total of 48 affordable units and a group home; and

WHEREAS, the Development Agreement with Polygon Northwest (Exhibit A) has been modified to include the additional affordable housing units; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Approval - Authority to Execute. The proposed development agreement with Polygon Northwest as amended to include 10 additional affordable housing units at 60% AMI for a total of 48 affordable units and a group home (Exhibit A) is hereby approved. The Mayor is hereby authorized to execute the development agreement.

Section 2. Affordable Housing. Polygon Northwest will include an affordable housing component with the use of the transferred development rights being built in Issaquah Highlands on property they own (Westridge neighborhood) (Attachment 2). Specific provisions for the affordable housing, as amended, are detailed in Attachment 3 to this Agreement.

Section 3. Parcel D. Upon Building Permit issuance of the affordable housing units, consistent with the provisions of Attachment 3 of this Agreement, the City will convey Parcel D (Attachment 1) to Polygon Northwest for the construction of up to eleven (11) market rate, single-family homes in exchange for the public benefit illustrated in Attachment 3 of this

Agreement. The City has considered the value of Parcel D (Attachment 4) and believes the value of the affordable units proposed provide adequate compensation.

Section 4. Recording. In accordance with State law, RCW 36.70B.190, a signed original of the development agreement shall be recorded in the real property records of King County, Washington and shall be binding on the parties and their successors in interest and assigns for the term of the development agreement.

<u>Section 5</u>. <u>Effective Date.</u> This resolution shall be effective immediately upon passage.

PASSED by the City Council this 19th day of June, 2017.

STACY GOODMAN, COUNCIL PRESIDENT

APPROVED by the Mayor this 19th day of June, 2017.

FRED BUTLER, MAYOR

ATTEST:

CHRISTINE L. EGGERS, CITY CLERK

APPROVED AS TO FORM:

JAMES E. HANEY, CITY ATTORNEY

RESOLUTION NO: 2017-10 AGENDA BILL NO: AB 7417

Exhibit A: Development Agreement w/Polygon Northwest

Attachment 1: Legal Description

Attachment 2: Map

Attachment 3: Value of Affordable Units

Attachment 4: Value of Parcel D

Attachment 5: Site Plan

Exhibit A

Development Agreement with Polygon Northwest for the provision of Affordable Housing

This development agreement ("Agreement") is entered into effective on the date of the last signature below by the City of Issaquah (City) and Polygon WLH, LLC ("Polygon Northwest") to amend the Issaquah Highlands Development Agreement, as described below.

RECITALS

- A. WHEREAS, Polygon Northwest has received conditional approval of a 9th Major Amendment of the Issaquah Highlands development agreement (AB 7215) to include up to 100 Transferred Development Rights onto property they own in Issaquah Highlands (Westridge North neighborhood); and
- B. WHEREAS, Polygon Northwest has received conditional approval of a First (1st) Major Amendment of the WSDOT (Park Pointe TDR) Development Agreement (AB 7417) to relocate the affordable housing benefit from WSDOT to property owned by Polygon Northwest in Issaquah Highlands within the Westridge North neighborhood (Parcel 272406-9222); and
- C. WHEREAS, the parties believe the Polygon Northwest property located in Issaquah Highlands to be a superior location for affordable housing; and
- D. WHEREAS, the Amendments identified above are being reviewed concurrently with this Agreement; and
- E. WHEREAS, the City Administration recommends approval of the development agreement; and
- F. WHEREAS, the City Council's Land & Shore Committee reviewed the request and recommends approval of the development agreement with Polygon Northwest; and,
- G. WHEREAS, the City Council held a public hearing on the proposed development agreement on May 15, 2017 and June 19, 2017 and, after considering all public testimony received and the recommendations of the City Administration, approved the development agreement and authorized the Mayor to execute it;

NOW, THEREFORE, for good and valuable consideration, including the mutual covenants and promises in this Amendment, the adequacy and receipt of which are hereby acknowledged, the parties enter into this Agreement as follows:

<u>Section 1</u>. Affordable Housing.

a) A total of 49 Affordable Housing Units shall be provided by Polygon Northwest which shall consist of a (4/5) bedroom group home for developmentally disable (Affordable Group Home) and 48 For Sale Affordable Housing Units as shown in Table 1.

TABLE 1: FOR SALE AFFORDABLE HOUSING UNITS

UNIT	Total		Affo	Minimum		
TYPE Units	Units	Lower Income (60% AMI)	Moderate Income (80% AMI)	Median Income (100% AMI)	Middle Income (120% AMI)	Square footage
Two Bedroom/ Two Bath	14		7	7		1,030
Three Bedroom/ Two Bath	34	10*	7	10	7	1,140
TOTAL	48	10	14	17	7	

^{*}These units will be townhomes with garage, dispersed within market rate townhomes, and a minimum size of 1,500 square feet (not including garage).

- b) The Affordable Group Home will be made available to Life Enrichment Options (LEO) House at a price that is affordable at Moderate Income (80% pursuant to the provisions of paragraph d)). No public subsidies or funding will be sought other than those provided by the City under current ordinances.
- c) Other provisions of the Affordable Housing Units include.
 - Of the overall parking required for the For-Sale Affordable Units, garages are encouraged, but a minimum of at least one carport for each Affordable Unit will be provided.
 - The location of the Affordable Housing Units shall be as illustrated in Attachment 2.
 - The design of the Affordable Units will generally be consistent with Attachment 5, and the For Sale Affordable Units will have minimum square footages as shown in Table 1 to be measured inside of walls. Alternative design treatments may be considered by the Director provided the design treatments are consistent with the design guidelines of the Issaquah Highlands Development Agreement.

Development standards for the Affordable Housing Units shall apply in the following order of priority: as specified in this Agreement,; and, where not covered by the Agreement, as specified in the City Code and Issaquah highlands Development Agreement.

- d) The initial price of the Affordable Housing Units shall be determined in accordance with IMC Chapter 18.21 and based on the affordability levels identified in Table 1; and, adjusted for household size, and monthly mortgage expense based on a 30 year fixed rate mortgage with a 10% down payment.
- e) The Owners (Polygon Northwest) and the City will execute and record an affordable housing agreement pursuant to IMC 18.21.050 prior to September 30, 2017, or as otherwise approved by the Director but prior to issuing any building permits for any market townhomes in Westridge MF North (see Attachment 2). The affordable housing agreement shall include a phasing plan on the timing of completion of the Affordable Housing Units which shall proportionately coincide with the completion of the market townhouse units in Westridge MF North or Parcel D. This agreement shall be a covenant running with the land and shall be binding on the assigns, heirs and successors of the Owners.
- f) The Affordable Housing Units shall remain affordable for a minimum of 50 years from the date of the initial sale for each of the Affordable Housing Units. At the sole direction of the Director, a shorter affordability time period, not to be less than thirty (30) year, may be approved in order to meet federal financing underwriting guidelines.

Section 2. Parcel D Conveyance.

Once all 49 of the affordable units have been permitted for construction (Building Permits issued), the City shall enter into a Purchase and sale Agreement for Parcel D whereby the City shall convey Parcel D to Polygon Northwest for \$1. Polygon Northwest shall pay all costs associated with the conveyance of the property. The Director may, at his sole discretion, convey Agent Authority to Polygon Northwest for the purpose of site work in advance of the property transfer.

Section 3. SEPA.

The Parties acknowledge a new SEPA review has been conducted for the TDR units and has resulted in a DNS. The Parties intend the DNS issued by the City shall constitute compliance under SEPA.

Section 4. Effective Date.

This Agreement is made effective on this date of the last signature below. However, the effective date of this Agreement will be postponed automatically until the expiration of any appeal period (or until final resolution of any appeal or litigation, if filed) involving this Agreement.

	City of Issaquah, a Municipal Corporation
	By:
	Printed Name: Fred Butler, Mayor
	Dated:
Approved as to Form:	
City Attorney	
	Polygon WLH, LLC
	Ву:
	Printed Name:
	Dated:

Attachment 1

Parcel D



Legal Description:

ISSAQUAH HIGHLANDS SOUTH EXPANSIO NEW PCL D ISSAQUAH BLA# LLA11-00002 REC #20111006900006 SD BLA DAF - PCL D SD PLAT TGW NEW PCL C ISSAQUAH BLA# LLA09-007 IH REC #20091211900003 SD BLA DAF - DIVISION 16 ISSAQUAH HIGHLANDS DIV 1,2,3,9,10,12,13, 15,16,17 & 18 TGW PCL C ISSAQUAH HIGHLANDS SOUTH EXPANSION LESS POR FOR FOREST RIDGE AT ISSAQUAH HIGHLANDS (PARCEL C) LESS POR FOR RD PER REC # 20131220000718 & LESS POR LY ELY OF LOTS 85 & 86 FOREST RIDGE AT ISSAQUAH HIGHLANDS & SLY OF SD RD ALSO LESS N 18 FT OF W 68 FT OF E 309.02 FT AS MEAS PLL & PERPDIC TO N LN SD PCL D

Attachment 3 – Value of Affordable Units

POLYGON WESTRIDGE AFFORDABLE HOUSING SUMMARY

A. OVERALL HOUSING AND DISTRIBUTION

1. Sources of Total Unit Count

TDR Units (Park Ponte)	100 Units
Parcel D (WSDOT)	49 Units
TOTAL UNITS	149 Units

2. Housing Distribution

	Westridge	Parcel D
100 Tdr Market Rate Units	89	11
Affordable Units		
Ownership 80% AMI	14	
Ownership: 100% AMI	17	
Ownership: 120% AMI	7	
Group Home: 80% AMI	1	
Ownership: 60% AMI	10	
Sub-Total	49	0
TOTAL	138	11

B. AFFORDABLE HOUSING PROPOSAL

1. Overall Affordable Housing

UNIT TYPE	Total	Affordability Level				
	Units	Lower	Moderate	Median	Middle	
		Income	Income	Income	Income	
		(60% AMI)	(80% AMI)	(100% AMI)	(120%	
					AMI)	
2 Bdroom/ 2 Bath	14	0	7	7	0	
3 Bdroom/ 2 Bath	34	10	7	10	7	
Group Home	1	0	1	0	0	
TOTAL	49	10	15	17	7	

2. Affordable Housing / Parcel D Evaluation

a. Affordability Related to Issaguah Highland.

The affordability standards historically associated with Issaquah Highland is a goal of 10% affordable at 80% AMI (Median Income), 10% affordable at 100% AMI and 10% affordable at 120% AMI. This overall goal has already been achieved for the authorized(vested) housing in Issaquah Highland which includes the 265 unit base density of Westridge. If the affordability goal is applied to the 100 TDR units, the following affordability would be achieved:

- 10 units at 80% AMI
- 10 units at 100% AMI
- 10 units at 120% AMI

The Polygon proposal exceeds the Issaquah Highland goal by providing more than 30 affordable housing units, and providing a higher proportion affordable at 80%AMI and 100%AMI as well as 10 units at 60% AMI.

b. Affordability Related to Parcel D / WSDOT.

Council expressed an interest in understanding the trade-off of making Parcel D available to Polygon in exchange for affordable housing in Westridge. One approach to arrive at a value is to compare the value of Parcel D to the public value of the affordable housing provided To generate a number, a comparison was conducted of the potential sales price of the unit under market conditions versus the fixed price established by the affordable covenant. The following table summarizes an estimate of the value of this additional affordability.

2. Incremental Affordability

UNIT TYPE	NUMBER OF	BELOW MARKET	TOTAL PUBLIC
	UNITS*	ESTIMATE (Per Unit) **	BENEFIT
Condo – 80% AMI	14	\$180,000	\$2,520,000
Condo – 100% AMI	17	\$100,000	\$1,700,000
Condo – Increase	7	\$70,000	\$490,000
affordability from 120%			
to 100% AMI			
Group Home – 80% AMI	1	\$300,000	\$300,000
Townhome – 60% AMI	10	\$260,000	\$2,600,000
TOTAL	49		\$7,610,000

^{**}Based on comparing recent sale of market rate condominiums in Issaquah/East King County to estimated sales price of affordable unit.

The overall incremental benefit of \$7.61 million is estimated to be at the low end of the potential public benefit value of the affordable units at the proposed affordability mix due to the conservative assumptions made for pricing. This compares to an estimated land value of Parcel D of \$1.5 to \$1.7 million.

Attachment 4 – Value of Parcel D

Property Assessment

Parcel	Size	Key Attributes
Parcel D	48,648 sf (1.1 acres)	 Western facing lots will have view premiums (15%) Quiet & established location Close to elementary school
Westridge Block 4	84,169 sf (1.9 acres)	Located within walking of retailLocated closer to transit

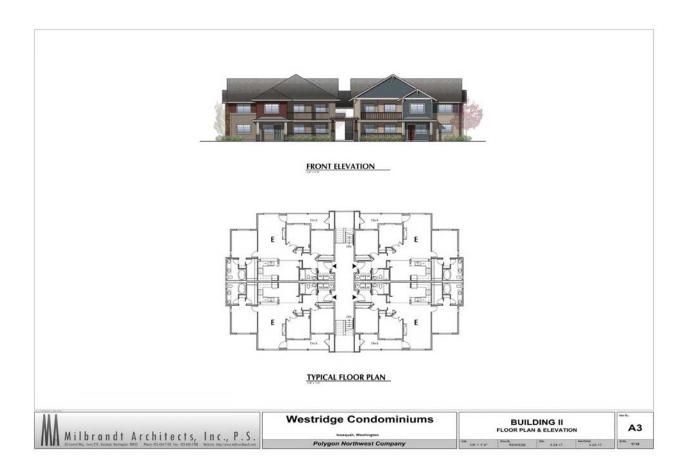
Proposed Value for Parcel D = \$1.5M/acre x 1.1 = \$1.65M

Comparable Properties			Date sold	Price	Price/Acre
2 Kelkari Phase II & III - Issaquah	Price	Building Size	Pending	\$5.5M	\$1.48M
Address: 1000 Cabin Creek Ln SW	\$5,500,000	161,666 SqFt			
Parcel 162406-9007 Mallard Bay – 7.5 acres developable			2017	\$3.4M	\$453k
Parcel 272406-9208 – IH Commercial – 20 acres	Parcel 272406-9208 – IH Commercial – 20 acres			\$21M	\$1.1M
Parcel 752553-0960 – E. Lake Sammamish (Trust for Public Land) – 5 acres developable			2016	\$875k	\$175k
Parcel 272406-9209 – Westridge North (partial) – 7.6 acres			2017	\$7.9M	\$1M
Parcel 222406-9157 – Issaquah Terrace Apartments – 13.3 acres			2014	\$10.2M	\$767k
Parcel 202406-9115 – Riva – 2.1 acres developable			2016	\$3.6M	\$1.7M
Parcel 292406-9041 – Silverado – 2.4 acres developable			2017		
				Range:	.2-1.7M/acre
				Media	an: \$1M/acre

Attachment 5







CITY OF ISSAQUAH FINAL DETERMINATION OF NONSIGNIFICANCE (DNS)

Description of Proposal: Polygon Northwest is a residential builder. Polygon Northwest owns 265 residential units of Issaquah Highlands entitlement. Polygon Northwest also purchased 100 Transferred Development Rights (TDRs) from Park Pointe and seeks to use those TDRs in combination with their 265 units in Issaquah Highlands for a total of 365 residential units. As the original 265 residential units were reviewed for SEPA compliance with the Grand Ridge EIS, this SEPA decision is limited to the potential adverse impacts of the additional 100 units of TDRs. In addition to the SEPA review, Polygon Northwest is required to process a Major Amendment to the Issaquah Highlands Development Agreement. This Amendment must be approved by the City Council.

Proponent:

Polygon Northwest

1624 SE 5th Street, Suite 200 Bellevue, WA. 98005 Attn: Richard Rawlings

Permit Number:

AB 7215, SEP17-00001

Location of Proposal: Westridge, Issaguah Highlands Area 4

Parcel #: 272406-9209

Lead Agency:

City of Issaquah

Determination: The lead agency has determined this proposal would not have a probable significant adverse impact on the environment. An environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Comments: This DNS is issued under WAC 197-11-340(2). The proposed DNS was published in the Issaquah Reporter on 13 January 2017 and the lead agency did not act on this proposal for 21 days. Written comments could be submitted between January 13, 2017 and February 2, 2017. The Responsible Official considered comments received (see Notes 4 and 5 below) prior to the issuance of this Final DNS.

Appeals: There were no appeals filed on this decision.

Appeals of this SEPA determination must be consolidated with appeal of the underlying permit, per IMC 18.04.250.

Notes:

- 1. This threshold determination is based on review of the SEPA Checklist dated October 25, 2016; and, the Polygon Westridge Residential Traffic Operations Analysis, dated 29 December 2016.
- 2) The Final Staff Evaluation for this SEPA determination dated 3 January 2017, and updated 3 February, is incorporated by reference.
- 3) Issuance of this threshold determination does not constitute approval of the project proposal. The proposal will be reviewed for compliance with all applicable City of Issaguah codes, which regulate development activities.

- 4) The City received comments on the proposed DNS from Ms. Connie Marsh on 5 January 2015 relating to parks and traffic; and Ms. Kim Collette expressing concerns over adding additional housing units to Issaquah Highlands.
- 5) The City and applicant discussed the information submitted on traffic and concluded:

Additional modeling will be required prior to approval of any Land Use Permit utilizing the additional 100 units. The modeling (with or without proposed mitigations) must meet the following criteria:

- The model run shall be based on the traffic model from the approved Traffic Operations Analysis Report for Issaguah Highlands; and,
- The "background" trips in the current model shall be superseded with "actual" trips based on AM and PM traffic counts conducted within the last 6 months of the date of the model run and use existing land uses and currently-planned land uses within Issaquah Highlands; and,
- The transportation system shall be defined as "acceptable" if it meets all of the following criteria:
 - Complies with the travel-time requirement in the Microsoft Traffic covenant; and, a.
 - Complies with LOS D at each intersection movement within the Issaquah Highlands Couplet with or without modifications; and,
 - Complies with LOS D at each intersection movement within the Couplet with roadway modifications as long as those modifications can be completed within the existing Right of Way and the improvements are unambiguously described in the traffic analysis.

SEPA Responsible Official:

Keith Niven, AICP, CEcD

Position/Title:

Economic Development & Development Services Director

Address/Phone:

P.O. Box 1307, Issaguah, WA 98027-1307, (425)837-3430.

Date: 3 February 2017

Signature:

cc:

Washington State Department of Ecology

Muckleshoot Indian Tribe Snoqualmie Indian Tribe

U.S. Army Corps of Engineers

Washington State Department of Fish and Wildlife

Washington State Department of Archeology and Historic Preservation (DAHP)

Parties of Record